Saturday Night

APRIL 14TH 1956 TEN CENTS

© Karsh

Premier Maurice Duplessis: Power is to be used (Page 15).

The Front Page

SOME CRITICS have been chivvying Finance Minister Harris for failing to predict more accurately the amounts of money the Federal Government would collect and spend during the 1955-56 fiscal year. As in other years, they have made a game of it, balancing his errors against the budgets of the past.

Mr. Harris missed by $30 million in his estimate of revenue from personal income tax—a sum greater than the total expenses of the Federal Government in 1879. He was out $65 million on customs duties—more than was spent by the Laurier administration in 1903. He thought the total receipts for the year would be around $4,202 million, whereas they climbed to more than $4,385 million, a difference of $183 million, more than any Government of Canada was able to spend until 1917. He budgeted for an expenditure of $4,362 million, but he and his colleagues managed to get rid of $75 million more than that.

What the critics are trying to prove must have been obvious to them before they assembled their statistics: Canada has grown a little since the days of Sir John A. Macdonald and Sir Wilfrid Laurier, and Mr. Harris has no supernatural powers.

This sort of thing might be more than just a silly game if there were nothing else wrong with the Finance Minister's latest budget. The fact is, of course, that there is a great deal wrong with the sorry excuse that Mr. Harris presented to Parliament last month in the guise of

Quebec: Lonely Province
by Leslie Roberts: Page 7

THE BRILLIANT Chrysler

...for those accustomed to the finest

In every community there are men and women whose sure sense of gracious living earns for them the flattery of being imitated. For these people, a Chrysler holds special significance.

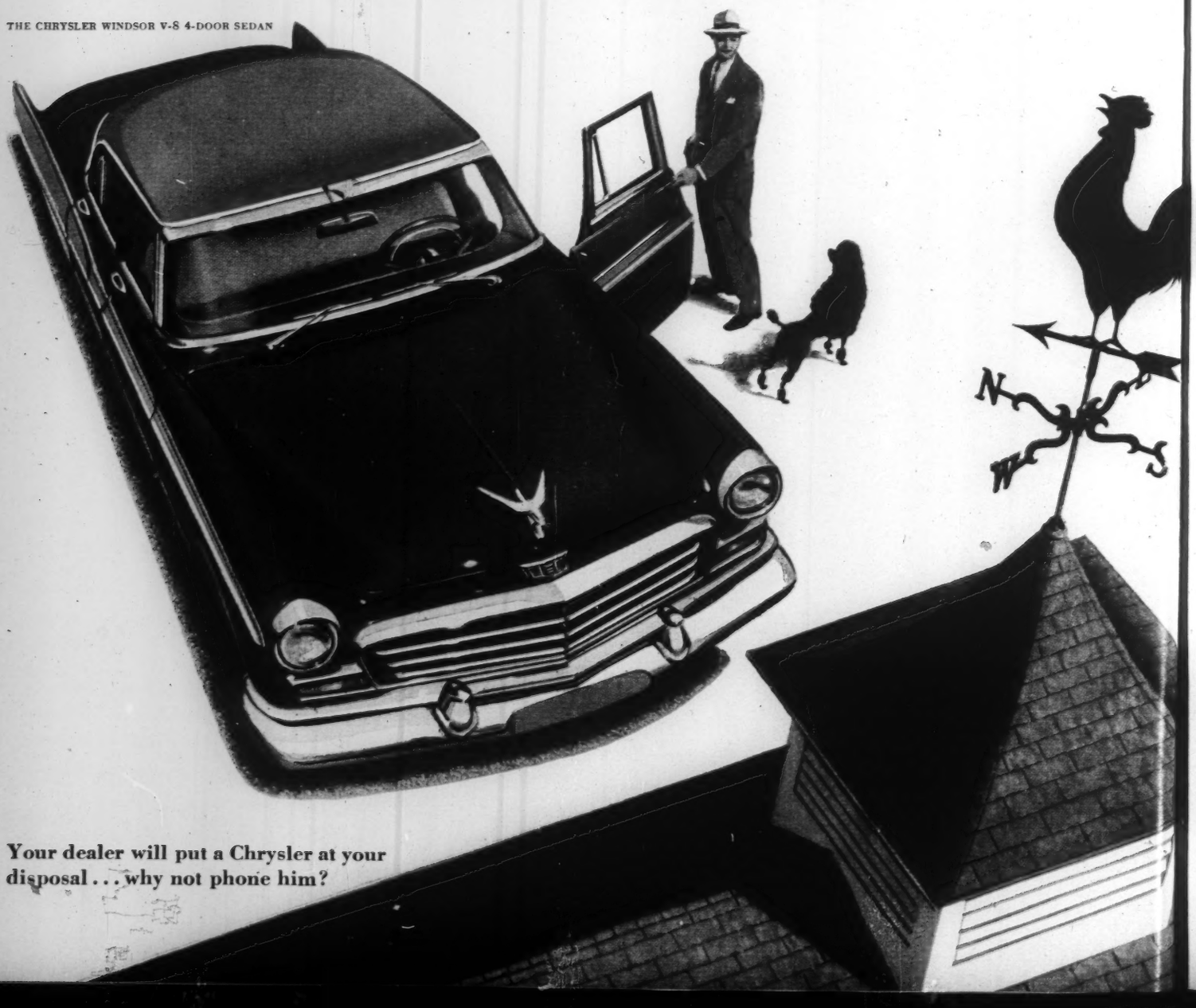
In this trend-setting motorcar, such men and women find the classic contours that typify the best in modern design.

For driving ease there's Chrysler's push-button PowerFlite, the automatic transmission that takes over with the touch of your finger. Power brakes, power window lifts, power seat, full-time power steering . . . all are available.

For the reassurance of vast power reserves, there's a purring powerhouse of an engine that unleashes lightning action when safety requires it. With all its thoroughbred qualities, the Chrysler Windsor is priced within the reach of almost any motorist. Ask your dealer to bring a Chrysler to your home.

Watch Climax—Shower of Stars weekly on TV. Check your newspaper for date and time.

THE CHRYSLER WINDSOR V-8 4-DOOR SEDAN



Your dealer will put a Chrysler at your disposal . . . why not phone him?

a budget. As an accountant's balance sheet, it was probably adequate. As an instrument of fiscal policy in the hands of the nation's treasurer, it was an impotent thing.

It was not a bad budget because it forecast a surplus without cutting taxes. The Federal Government has committed itself to so many fixed charges (with the approval of the Opposition, in most cases) that this generation can never expect to enjoy any substantial reduction in taxes. Moreover, the Finance Minister must keep something in hand for next year's pre-election "sunshine" budget—the practice of bribing voters with their own money which a torpid public morality has permitted to become a custom.

What the budget did was to expose the frightening lack of energy and direction in the St. Laurent administration. Not only was it empty of constructive thought, but it was a document of defeat—of Mr. Harris's dull surrender to the spendthrift pressure of his colleagues. It was his public denial of the need for checking governmental inflation. Surpluses, it seems, are only to be achieved when national production increases faster than the Government's ability to spend the greater revenue that results from productivity. And so the Government goes its aimless way, apparently helpless to control its own monstrous appetite.

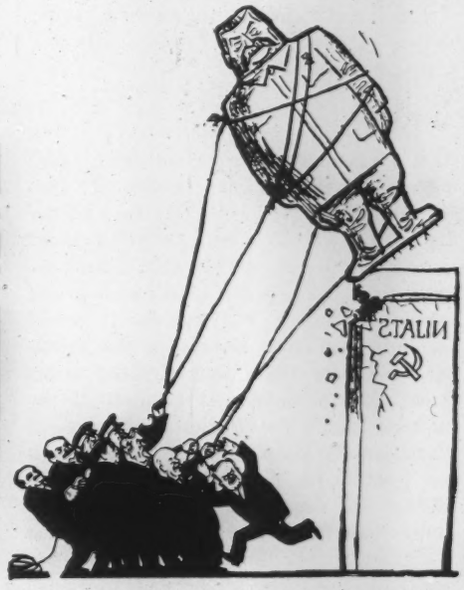
Mix-up on the Maps

IN THE great debate over the significance of the anti-Stalin line laid down by the Kremlin, *Pravda's* brief report about a change in the name of a factory didn't get much attention. But map-makers in the West groaned when they heard that the Stalin Auto Works was now to be called the Moscow Auto Works. If this was the shape of things to come, the cartographers could look forward to wholesale changes in the names on their maps of Eastern Europe and Siberia. There are sixty-two Stalinsks, seven Stalinos, several Stalin Peaks, Stalinogorsks, Stalinirs, besides Stalingrad, Stalinabad and various other combinations derived from that now-hated name. Possibly an approach could be made to the Russians through the UN to get them to substitute something a little more enduring than a proper name for their communities, power plants and so on. The wily Soviets, of course, may be doing all this changing simply to spread confusion through capitalistic classrooms. Cartographers of the world, unite!

Laying a Ghost

IT WAS no whim that led Nikita Khrushchev and his colleagues to smash the idealized image of the dead Stalin. Of that we can be certain. And since few non-Communists pictured Stalin as anything but a brutal, cynical tyrant, we can be just as certain that the destruction of the Stalin legend was planned by the Soviet leaders largely for some domestic purpose. Beyond that, nothing is certain. Even the men who made the new policy cannot be sure what the final results of their action may be.

The Russian foreign policy may benefit from the attempt to exorcise the ghost of Stalin. People eager to "understand" the Soviets may be inclined to accept this as evidence of a Communist desire to live in peace with the West. It will certainly make it easier for the Communists to establish friendlier relations with the West's parties of the left. But these tenuous advantages are not enough to account for the gamble that Khrushchev and his friends took with the reaction within the Soviet world to their damnation of the man who had been virtually deified while he lived. The initial shock to the Soviet mind and soul must have been tremendous. But the leaders must have calculated that the reaction would strengthen rather than threaten their own leadership.



"Explain why you ain't in there enjoying the new freedom" is Herblock's caption for his Washington Post cartoon (left). "Collective leadership in action," comments Zurich's Die Weltwoche (right).

A significant clue to their thinking is their method of attack on Stalin. They are still following his economic policies—concentration on heavy industry and collective farming. In general, they have not changed his foreign policy; the goals remain the same although the methods have been modified. What they have condemned is the terrorism inspired and directed by Stalin, the rule by fear, the constant threat of massacre, the blunders of a one-man tyranny.

Now this cannot possibly mean that the new Soviet bosses are preparing to do away with secret police and all the other trappings of the harsh Communist discipline, to give their people freedom as it is understood and enjoyed in the West. There has been no indication that the people of the Soviets were in revolt against Stalinism and restless under Communist restriction. The Red Army may have wanted to redeem any reputation it lost through Stalinist purges, and many of Stalin's subordinates, now in power themselves, must have hated the man. But practical men like Khrushchev and Zhukov do not risk a great upheaval simply to satisfy their own egos.

It must be concluded, then, that the Red leaders destroyed Stalin because they thought that the body of the Communist state needed it, that the shock would do it good, and that its continuing growth and strength required a purge of the fear-ridden monotheism symbolized by Stalin—and that they could get away with a drastic treatment.

Evolution in Reverse

A GOOD many scientists would be a lot happier about the Darwinian theory of human evolution if there were more reliable evidence that men and apes had the same origin. But the links that would connect the two are still missing, and some authorities think that they will go on being missing because they never existed. A Swiss paleontologist, Dr. Johannes Huerzler, recently suggested that some fossils found in an Italian coal mine indicated that a "humanoid" creature lived 10 million years ago in a reasonably well-developed state. He went on to theorize that either the split between men and apes began much further back in history than generally believed or their common ancestor (if he existed) had no resemblance to either. There is another theory, however, that the zoologists, paleontologists

and their colleagues apparently have overlooked, possibly because they do not spend enough time watching television. Serious students of TV will have noticed the excellent performances put on by various kinds of apes and monkeys whenever they are given an opportunity—performances that many of the human beings billed as entertainers seldom match. Is it possible that men and monkeys, rather than having common ancestors, are moving towards common descendants?

A Growing Doubt

JOINT chairman of the parliamentary committee studying capital punishment, Don Brown (Liberal, Essex West) told an audience in Windsor, Ont., the other night that the vote in the British Commons against the death penalty has had a strong impact in Canada. We hope so. It should certainly put some doubts in the minds of those who think that civilized states must cling to the fearful customs of the barbaric past. But if the conscience of Canadians is more troubled now than it has been in the past by the state's ritual killings, the cause can be found closer to home than the Parliament of the United Kingdom—no further away, indeed, than the Quebec courtroom where a man named Wilbert Coffin was sentenced to hang or the prison where his neck was broken.

The man Coffin is dead, but his name refuses to die. It keeps cropping up in the letters that people write to newspapers across the country; it comes into casual conversations in barbershops and supermarkets. The name has become a symbol of doubt. Was this man guilty? The evidence against him was formidable—but not conclusive. Should he have had a new trial? A member of the Supreme Court did not think so—but the Minister of Justice had enough doubts to ask the Court what it *might* have decided if an appeal had been allowed, and two Justices had some grave reservations about the case.

So the ghost of Coffin haunts and worries us, as no vote in another land could ever do. It is a grim reminder that in all human processes there is the possibility of error—and a mistake confirmed by death cannot be made right. That is the beginning of doubt about the value of capital punishment, and from that start the area of doubt must grow.

Even if Coffin had been guilty, beyond any question, why was he put to death? Not to deter others from committing similar crimes. It's obvious that fear of the death penalty does not stop people from killing each other, and there is no evidence that they are more inclined to kill when the penalty is removed. What other reason could there be? To remove a menace from society? To satisfy a desire for revenge? A British Royal Commission reported that "the evidence we received (in countries which have abolished capital punishment) was to the effect that released murderers who commit further crimes of violence are rare, and those who become useful citizens are common". And revenge is a base emotion that offends both social science and the Christian doctrine of forgiveness.

Penalty a Protection?

Murder rates per 100,000 population

Countries with Death Penalty

United States	**5.8**
Canada	**1.2**
Australia	**1.1**
France	**0.8**
UK	**0.6**

Countries without Penalty

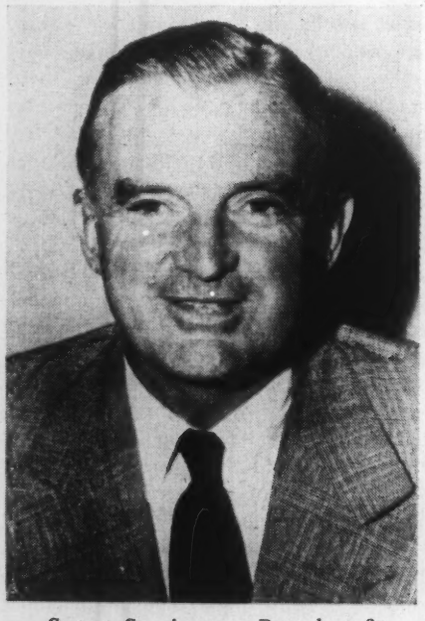
Finland	**4.6**
Belgium	**1.4**
Switzerland	**1.0**
Sweden	**0.8**
Netherlands	**0.4**

Source: UN Demographic Yearbook 1952.

Democratic Convulsions

AS FAR as Canadians are concerned, the presidential activities of the Democrats in the United States provide little more than an interesting academic study in desperate political manoeuvring. The Democratic Party's chance of strengthening its hold on Congress in the forthcoming election is excellent, from all accounts, but the big prize is the Presidency. To an outsider, north of the border, it looks as if the Democrats are thrashing about to find the best loser of that prize.

Up until the primaries in New Hampshire and Minnesota, of course, Adlai Stevenson was strongly favored to win the Democratic nomination, with New York's Harriman as the favored dark horse and Kentucky's Kefauver as a serious nuisance. Kefauver licked Stevenson in New Hampshire, which was not unexpected, and then trounced him again in Minnesota—in a deluge of votes that was, in the Kentucky vernacular, a real frog-strangler. Stevenson has now dropped back from favorite to strong contender. Harriman is still just a dark horse, largely because he is feared and detested by politicians in the South. And Kefauver is no more acceptable to the Democratic organization now than he was before the primaries began. The result: more dark horses.



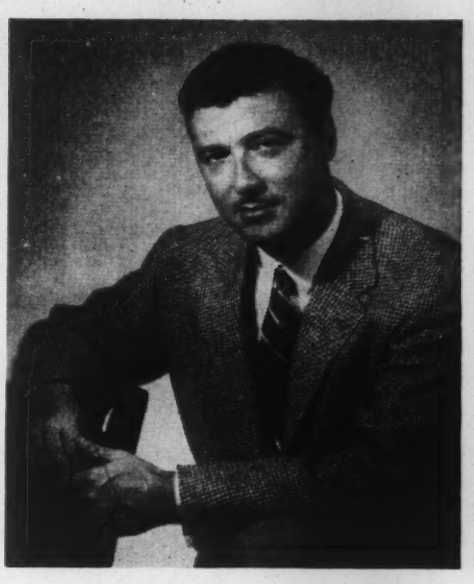
Stuart Symington: Best loser?

In the first grim hours after the Minnesota upset, some Democrats talked about "drafting" the former President, Harry Truman. But Mr. Truman quickly put a stop to that. Other names now being put forward are Governor Frank Lausche of Ohio, Governor Mennen (Soapy) Williams of Michigan, Senator Lyndon Johnson of Texas and Senator Stuart Symington of Missouri. Williams is even less acceptable than Harriman to the South. Lausche, like Williams, is a potent vote-getter, but is extremely independent (he once supported Taft) and has enemies among the union groups who contribute heavily to Democratic funds. Johnson has all the qualification—the respect of northern and southern wings of the party, a fine record in Congress and great political ability; but he is still recovering from a heart attack. At the moment, Symington has more in his favor than any of the others; his biggest drawback may be the lack of support by Truman, still a man of influence in Democratic back rooms.

The New Bestiary

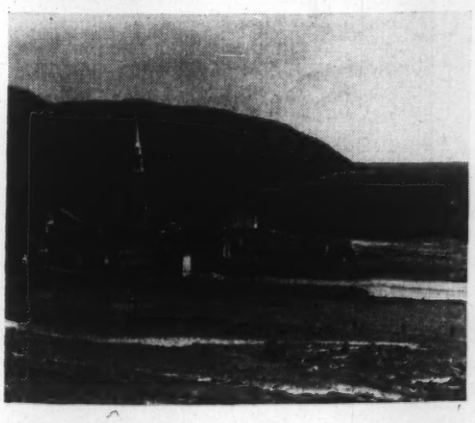
THE Post Office's latest stamp issue was presumably intended to commemorate National Wild Life Week. To most Canadians, however, the examples of our national wild life represented in this curious gallery will seem almost as unfamiliar as the wombat or the wallaby. The mountain goat, as one critic has pointed out, has donkey's ears, a cow's mouth and the horns of a yak. The muskox looks like a melancholy mastiff in an old-fashioned aviation helmet with the flaps loose. The caribou stamp has been described as "a drunkard's nightmare", though this is perhaps an exaggeration. Viewed sideways it looks more like an X-ray study of the drunkard's rib area after a rather bad tumble from the second landing. To us, the goat stamp remains the most interesting of the lot, particularly since we discovered that, affixed upside down, it makes a quite startling study of a gremlin —possibly the same gremlin that got into the making of the whole series.

Roger Lemelin (right), eldest son in a large and poor family, who dreamed of becoming rich and famous at sports, chess, business and writing, has pretty well made this all come true. Certainly he has done as much as any writer to thrust on the consciousness of all of Canada the problems of the urban worker and the ridiculousness of excessive nationalism. His novels *The Town Below* and *The Plouffe Family* (now a TV serial) are incisive satires, sometimes irreverent but always vigorous, on life in Quebec city's Lower Town.



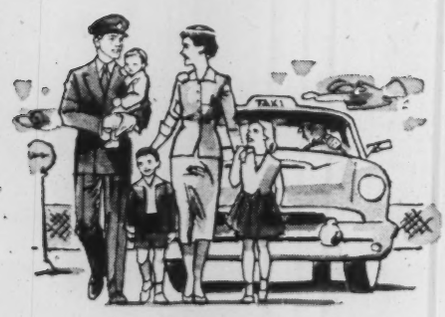
Quebec Writers Reflect Changing Culture

Her life and work as a local correspondent at Sorel for the *Montreal Gazette* gave Germaine Guèvremont (left) the backgrounds and characters for her succession of books: *En Plein Terre, Le Survenant* and *Marie Didace*. English Canadians know her best by *The Outlander*, which won the Governor General's Award for fiction in 1950 as well as honors in her own province and in France. She writes of regional and rural folkways with great sympathy and of people with simplicity and unsentimental delicacy.



Montreal, and particularly its "little" people, its shop girls and bank clerks, have been the theme of Gabrielle Roy (right) in her novels *The Tin Flute* and *The Cashier*. By birth, however, she belongs to the French Canadians of Manitoba rather than Quebec, and *Where Nests the Water Hen*, which won the *Prix Femina*, has a western setting. In 1939, after several years in Europe studying drama, she settled in Quebec. The warm and affectionate insight with which she writes keeps her rather drab characters from being too grim.

It's people as well as planes that make an airline great



"I cannot tell you how appreciative I am of the cooperation and not the perfunctory courtesy but the warm kindness of the TCA people at Idlewild . . . and particularly the 'faceless and nameless' I contacted by phone."

— (U.S.) Passenger Citation
(New York to Swift Current)

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— (British) Passenger Citation
(London to Montreal and Trinidad, return)

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The Duplessis philosophy clearly holds that, when you have the consent, govern—and let your enemies beware. But elections in Quebec are confused and confusing . . . seldom fought on real or even comprehensible issues.

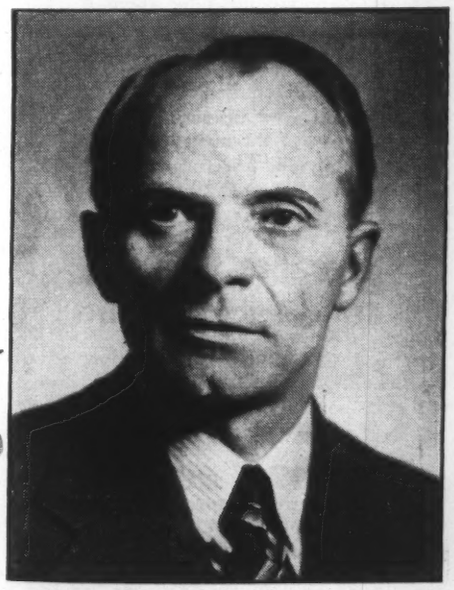
Lapalme: Liberals on the march.

The New Quebec: Growing in its Own Way

by Leslie Roberts

IT'S A STRANGE month when Quebec is not visited by an outlander from one of the other provinces, equipped with a portable typewriter and the grim determination never to "understand" French-speaking Canada. The myth has been current since long before Confederation (if Wolfe had survived the Plains of Abraham, no doubt he would have fathered it) that no English-speaking person is supposed to comprehend what people of Norman origin have on their minds. Thus, if the visitor should come up with anything intelligible, he will be suspected of harboring subversive thoughts.

The basic trouble, of course, is that the English-speaking North American, in Ontario as in Kansas, stands convinced that anybody who isn't just like everybody else is queer, quaint, unstable and obviously untrustworthy. This is the eight-ball that conceals the Province of Quebec from the rest of Canada, and the average Quebecker is happy to be behind it. When he wants privacy, he can get it. It is also a good place from which to peek out and thumb his nose at the rest of us, which he enjoys. As the French-speaking Canadian is just about the only hedge we have against becoming a nation of stuffed shirts, it is a healthy phenomenon.



Godbout: No padlock law repeal.

The "problem" (the word is in quotes because it is somebody else's invention, not mine) is not going to be resolved by writing an essay about it. If it is indeed a problem, about all we can hope to do here is to identify it. If this helps us to see how Quebec fits into the Canadian family and where she is headed, that will be useful, though it won't settle anything. I am not even sure there is anything to be "settled" on any terms that would satisfy an intransigent Anglo-Canadian.

Admittedly there are ugly blemishes on the body politic hereabouts, but it also has lovely feminine curves. (Make a note that Quebec is altogether feminine: unpredictable, glamorous, hard to get along with, determined to have her own way, and very hard boiled.) If removing the birthmarks—which is precisely what the blemishes are—means changing the lady's contours, I want no part of the notion. For all her exasperating faults she is delightful—and never dull company.

Strange misconceptions have arisen about Quebec in other parts of the country. One such holds that Maurice Duplessis has invented a pretty rough-and-tumble kind of government in *La Vielle Province*. Granted, at times it has the undesirable quality of a kangaroo court, in which the Attorney General (who is also the Prime Minister) doubles as accuser and judge. His victims run the gamut from innkeepers to newsprint barons. But *Le Grand Maurice* did not invent the technique. He inherited it from such notable Liberal predecessors as Louis Alexandre Taschereau, who ruled the province from 1920 to 1936 and didn't hesitate to pass retroactive laws to pop recalcitrant enemies of his administration into gaol. Sir L. Gouin, who came before him, was another of the no-nonsense school. Not even Adélard Godbout, about the closest thing we have had to a liberal-minded man in Quebec politics in this century, would consider repealing the Padlock Law.

The Duplessis philosophy, like that of the Liberal Taschereau before him, clearly holds that government by consent of the governed implies that when you have the consent, govern—and let your enemies, and all who cross you, beware. The record of successive elections seems to suggest that the people who vote for Mr. Duplessis's candidates support this theory of government, but it is no statement to make with the voice of authority, because elections in Quebec (as in most other places) are confused and confusing occasions, seldom fought on real, or even comprehensible issues.

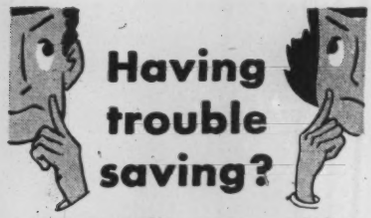
The *Union Nationale* is re-elected regu-

No Viewing With Alarm

1. The place is alive. It is this aliveness which is destined to bring change.

2. The English-speaking tycoons who own the moneybags . . . seldom let out a peep.

3. We are never going to convert Normans to Anglo-Saxons, which is good for Canada.



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larly by loudly calling public attention to a threat which does not exist and again promising salvation from it—the threat of loss of autonomy, of language, of religious freedom and other "national" (meaning racial) institutions. The irony of this quadrennial reprise is that as soon as it is over, the re-elected government may well hand over another large slice of the province's resources to some *entrepreneur* who isn't even a Canadian.

There are two sides to every coin, and there are two sides to what is afoot in Quebec. The province has never had an administration so alert to the development of natural resources and ready to help get them into production—as witness construction of more than 150 miles of highway through the bush from Lake St. John to Chibougamau. The government followed through with a power-line. Now a railroad is on the way.

Whether we like the method of granting big concessions or not, Mr. Duplessis is getting Ungava cracked open. His government has gone in for power development on a scale which can honestly be called courageous. Four thousand new industries moved into the province from the end of World War II to 1952, and the pace has been maintained. Whatever else is said about it, the place is alive.

It is this very aliveness which is destined to bring about change. New industries by the hundreds have moved into communities which hitherto had been purely agrarian. The original idea was to spread the general prosperity around, but some of the effects were unforeseen. Industrialization brings in the outside world.

Whatever the reason, the industrialized communities tend to vote the anti-Duplessis ticket, which goes far to explain why the Liberal opposition raised its membership from eight into the twenties in the last general election and ought to do considerably better this time.

Considering the odds, the Opposition has prospered mightily under Georges Lapalme. For some years past the provincial Liberals vociferously maintained that the federal wing of the party was starving it for campaign funds, but now the "federals" are apparently ready to give Lapalme the help he wants.

The English-speaking electorate, as a general statement, votes against Duplessis. But my guess is that the business community is scared stiff of the man.

There is no sense viewing Quebec's place in the Canadian family with alarm. Actually the lady isn't as much at odds with the rest of the family as some think.

We are never going to convert Normans into Anglo-Saxons, which is also good for Canada. What will happen ultimately will be a coming-together. It is happening now, which annoys the demagogues on both sides, and makes them so vocal.

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After six months, commercial TV in Britain is not an unqualified success. Costs are high and one contractor expects to lose £5.6 million this year. But audiences are growing and the BBC has had to brighten its programs to match the liveliness of ITV.

Growing Pains in British TV

by Ivor Brown

WHAT REPORT is to be made on Independent or Commercial Television in Great Britain after six months of its infant life? The baby, I should say, is doing well, despite a few internal convulsions, and will certainly put on weight and lengthen its limbs during the next two years.

The period of gestation was an anxious one because time was pressing. In January, 1955, Independent Television was only a hope of its promoters. By September 22, a huge organization had been built up and 200,000 receiving sets had been given the necessary "conversion" and new aerials by less than 3,000 dealers; an ambitious program had been put on the air after frantic hustle and last-minute devices and installations. The critics of ITV can say this and that against it, but certainly they cannot deny that it set an example of jumping to it.

Great Britain is to be given its ITV service from six stations. Only two are in action at the time of writing, one in London.

The second station opened in Birmingham, in the heavily populated Midlands, on February 21. With a range of 35 miles, it can reach 6 million homes. It was estimated that the first programs were watched by 1.5 million people. In May, a third station will begin operating in Manchester. Later Wales and Scotland will be covered. That, with suitable diffusion equipment in each area, should bring ITV to virtually the whole population—if it wants it.

Does it want it? We can only judge so far by the reception in the London area. The potential audience, that is, the number of viewers who have either bought new sets or converted their old ones for the reception of ITV programs on Channel Nine, was reckoned in mid-December to be well over a million and a quarter from Monday to Friday. Probably there are larger numbers at the weekends.

Statistics are obtained by what is called TAM rating. In this system volunteers are given a mechanical gadget which records ITV listening-time and transference to the BBC. The results have been published in a full-page advertisement in *The Times*, a paper initially hostile to commercial television. Since they come from an interested party and employ a method of counting which may be fallible, they can be valued according to taste. But, assuming that they are roughly correct, as I think we may, they reveal a marked preference for ITV.

British advertisers pay up to £2,800 a minute for spot commercials such as the "cigarette pitch" shown above. Their present audience, provided by only two stations, is about 3 million but it will grow quickly this year. They have no control over what comes before or after their commercials but they are getting results in increased sales in the areas covered by ITV.

Naturally 8 to 10 p.m. are peak hours and then 70 to 80 per cent of potential viewers may be attending to one program or another. The BBC has scored well with its children's programs from 5 to 7 p.m. but usually falls far behind later in the evening. Its chief successes are with an old favorite, the Panel Game, "What's My Line", which captures 60 per cent, and with a domestic serial "The Grove Family", capturing just under 50 per cent. ITV claims nearly 80 per cent for its Monday night plays, Tuesday night's "Cavalcade of Sport", Wednesday night's "Gunlaw", a Western serial, and other similar features later on. A Gallup Poll, using the personal interview method, puts ITV's "Sunday Night at the Palladium" (the Palladium is London's principal music hall) as the greatest favorite of all. The imported "I Love Lucy" is also another ITV winner.

But the Gallup Poll stresses that in individual popularity the BBC wins. Eric Robinson as a musical figure, Eamonn Andrews as a chairman, Isabel Barnett in women's features, and Peter Haigh as a

HOW TO OBTAIN

WIDER

INSURANCE COVERAGE—

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ITA's Chairman: Sir Kenneth Clark.

commentator and compère, are the most popular personalities, and all work for the BBC.

A survey done by the BBC indicated that three months ago in the London area, ITV had 51% of the audience and the BBC 49%. But a later poll by the *Daily Express*, a bitter opponent of commercial television, showed that of those interviewed, 52% favored ITV, 22% supported the BBC monopoly, and 26% had no preference.

The fact about Britain's Independent Television is that, at least in theory, it is by no means independent. It was only introduced with angry protests from those who think advertising is necessarily the work of the devil and that "commerce" in entertainment is inevitably suspect. Accordingly ITV had to be given a watchdog, the Authority, ITA.

The governing body of ITA represents culture and social welfare; its Chairman is Sir Kenneth Clark, who is also Chairman of the Arts Council and was once Director of the National Gallery. It includes a famous ex-head-mistress of a big Girls' School. Its standards should be severe. Moreover, it has legal powers granted by Act of Parliament as well as the duty of persuading ITV to behave itself. It owns the transmitters and can, if it wants to, close ITV down altogether: but it realizes that this would be a widely unpopular step. So it can coax and threaten, but so far it does not seem to have done more than whisper some hints where programs were deemed to offend.

The Authority can intervene actively in the programs put forward by the contractors.

Economically, the results of ITV can only be judged when there is a nation-wide network.

There are two program contractors in Birmingham: Associated Television, which puts on week-day shows, and Associated British Cinemas Television, providing weekend programs. Associated Television is also one of the two London contractors, the other being Associated-Rediffusion. It is the latter that is having the most financial troubles. It expected to lose £5.6 million in the first year of operations, but during the past three months losses have been at a faster rate, even though a minute's advertising in the London area can cost up to £2,800. In Birmingham, top rate is £1,540. More stations will mean a better division of costs for the contractors and more value for the advertiser.

Advertisers have come in plentifully, despite the fact that they do not control programs and have no say about the feature preceding or following their insertions. The ITA can, of course, censor advertisements deemed vulgar; certainly what is shown offers no cause for complaint. It is a striking fact that the most popular has been a Shell Oil series of short talks by the poet and man of letters, John Betjeman, built round visits to typical bits of English countryside and famous buildings. There are also a lot of amusing Disney-ish advertising cartoons, with sing-song background. There is no sign of the public, so long accustomed to the BBC programs with no advertisements, resenting these intrusions.

The public favor may drift back towards the BBC, because the BBC has been stimulated to spend more money and show more initiative than it used to do. It had come to need the spur of competition.

Commercial TV versus the BBC

Public preference, general	**ITV 52%, BBC 22-48%**
Favorite evening program	**1. Sunday Night at the Palladium (ITV)** **2. Cavalcade of Sport (ITV).** **3. I Love Lucy (ITV).** **4. Gunlaw (ITV).** **5. What's My Line? (BBC).**
Favorite personalities	**Eric Robinson, Isabel Barnett, Peter Haigh (all BBC).**

In the future, French-Canada will not so much appear as an island within the nation, but as its core, possibly its conscience.

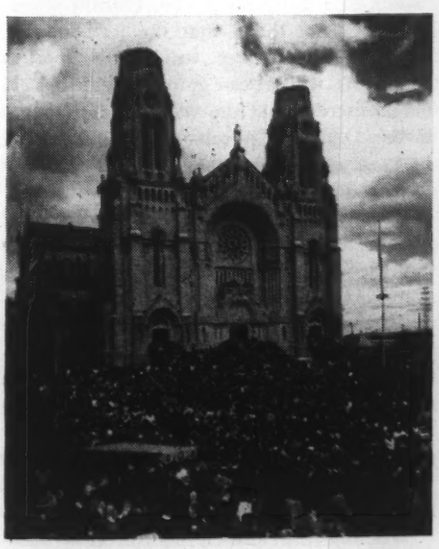
Will Maisonneuve's lively spirit . . .

Quebec Forgets Its Old Fears

by Hugh MacLennan

TOWARDS the end of the war, many people who tried to predict Quebec's future compared her to an iceberg. This comparison was not intended to indicate any coldness in the temperature of Canada's most fiery province, but merely the fact that you couldn't judge Quebec by what showed on the surface. Nine tenths of Quebec, it was believed, lay submerged. Because the unknown is generally feared, there were many in 1945 who feared that French-Canada contained the potential of a violent revolution.

At that time this fear was not neurotic. During the conscription crisis there had been moments when the whole province seemed like a time bomb. The *bloc populaire* had come far closer to winning the province than was generally believed, and had it not been for the quiet influence of the hierarchy, it might well have done so. Montreal's most popular mayor had just returned from a long sojourn as the guest of His Majesty and was back in City Hall once more. Had he desired revenge, he was beautifully placed to put that desire into effect. Maurice Duplessis, sounding both angry and isolationist, had begun his long reign in the Quebec Legislature, and everyone knew that one of the chief reasons why he was there was the widespread belief (unfounded, as it later turned out) that he was anti-English. In 1945 anti-English sentiment in Quebec was stronger than it had ever been since 1917.



. . . replace a dominant clericalism?

These, however, were surface phenomena. What lay under the surface — the hidden part of the iceberg—was the new Quebec created by the industrial revolution. The peaceful *habitant,* taking his lead from *curé* and *patron,* was no longer in the majority in French-Canada. Not in *Maria Chapdelaine* but in Gabrielle Roy's bitter *Bonheur d'Occasion* was revealed the life of the subsections of the iceberg. Nearly all the characters of that famous novel were impoverished, frustrated and confused; above all they were deracinated, and even their religion offered them cold comfort. If the deracinated children of Catholic farmers, lost in huge industrial cities like Vienna and Milan, had become pawns of dictators and demagogues, why should not the same thing happen in Quebec?

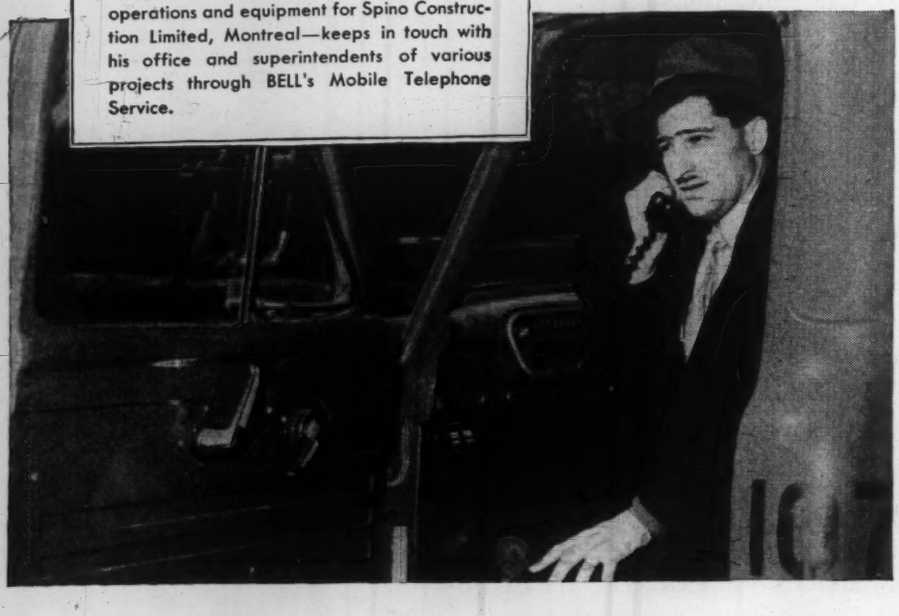
In the eleven years that have passed since the war, enough of the Quebec iceberg has come to light to enable us to banish those fears. As the *Canadien* of

Any way you look at it...

You'll enjoy '50' MILD... SMOOTH

Wise audience! Away with the disc-jockey tenor . . . bring on the *genuine* pleasure of Labatt's '50'! There's such sparkling entertainment for you in the fine, the golden mildness of this great ale. '50' is the lightest and smoothest of all ales—the happier ale that makes *anytime* a *good* time. Enjoy a '50'—soon.

The swing is definitely to
LABATT'S



Pasquale "Pat" Spino—director of field operations and equipment for Spino Construction Limited, Montreal—keeps in touch with his office and superintendents of various projects through BELL's Mobile Telephone Service.

SPINO CONSTRUCTION

saves time and money, keeps men and machinery busy with

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Here's one of many examples:

A Spino superintendent, working on an excavation, encounters more rock than anticipated. From his mobile telephone he calls the company's works centre 15 miles away.

"I need another air compressor right away!" he says. "There aren't any here," comes the reply, "but Joe has one he isn't using."

The superintendent 'phones Joe (on another project three miles away) and in a few minutes the compressor is delivered and put to work.

Why not give us a call and let us tell you how BELL's Mobile Telephone Service will save you time and money. A FREE DEMONSTRATION will show you how it could work for YOU.

BELL Mobile Telephone Service doesn't cost, it pays!

THE BELL TELEPHONE COMPANY OF CANADA

R. J. Scarabelli, field engineer for Spino Construction, uses the mobile telephone from the job site to report progress to Mr. Spino.

Joseph Lefourneau, master mechanic for Spino, speaks to the firm's work centre from a remote job site.

today looks around him, he cannot help realizing that his province has won most of her battles.

In the economic boom they share with the rest of the continent; the lost souls of *Bonheur d'Occasion* now own TV sets and washing machines, and many of them drive their own cars. Though most of Quebec's big business is still controlled by *les Anglais* and *les Americains*, more and more *Canadiens* are entering the management class, and Quebec labor unions have become as vigorous as any in Canada.

With the English willingness to accept Quebec on her own terms, there has arisen a corresponding willingness in Quebec to admit that a good many of the old anti-English slogans were unfair. The *Canadien* is becoming increasingly ready to admit that if Quebec was a poor relation in the past, it was not because *les Anglais* held her down, but because industry developed here later than in Ontario. He knows now that if catastrophe strikes his province, it will be a catastrophe Quebec shares equally with the rest of the continent. He knows at last that he is a respected member of the Canadian team.

What all this adds up to is that Quebec's traditional isolationism is dying. Maurice Duplessis, who talks a louder isolationism than anyone else in the province, has in fact done more to break it down than any premier in the province's history, for he has consistently sponsored the industrial developments that make isolationism impossible. Likewise relegated to the lumber room of the past is that slogan, *"the revenge of the cradle"*. Obedient to what appears to be a sociological law, the Quebec birthrate is falling in proportion to the rise in the level of prosperity. It is now recognized as inconceivable that French-Canada will ever dominate the nation by sheer numbers.

In the industrialized future where Quebec is integrated within the North American system, it is inevitable that the influence of the Catholic Church will wane. This does not mean that the influence of the Catholic religion will wane or that *Canadiens* will cease going to church. It means merely that the theocratic elements in the Quebec Church—the influence of the *curé* as a man rather than as a *curé*—will become steadily less than it was.

The reason for this is obvious. In the days of Maria Chapdelaine the church was the only centre of social life in the average Quebec village. In modern Montreal, even in modern Peribonka, the parishioner is subject to the same habit-forming and thought-forming influences that mould the lives of everyone else on the continent. An old-fashioned theocracy cannot hold out indefinitely against television, movies and increased facilities of travel.

Whether the anti-clericalism now rampant in French-Canada will increase in

the future seems impossible to determine. Anti-clericalism is not, as many Protestants assume, an anti-religious attitude; it is merely an attitude of resistance to clerical pressure in non-religious areas, and it accords as naturally with true religion as His Majesty's Loyal Opposition accords with true parliamentary government. In Quebec I have met more than one priest who describes himself as an anti-clerical. It is my guess, for what it is worth, that anti-clericalism has reached its zenith in Quebec now, and will wane in the future as more and more of the clergy accommodate themselves to change.

Culturally, the future of Quebec seems to me the brightest in the whole of Canada. The very fact that *Canadiens* speak French has to some extent protected them against the tendency to imitate American cultural fashions. Also this province, with its classical heritage, really values culture, and is the only part of Canada where the fostering of culture is regarded as a duty by the politicians.

What all this means, of course, is that Quebec is not only advancing with the rest of the country, but in many respects is advancing ahead of it. In the future, French-Canada will not so much appear as an island within the nation, but as its core and possibly as its conscience. She will always act as a brake on the Canadian drive toward an American way of living. Although she will be ardent to protect her own rights and will never consent to taking a back seat, Quebec will support most measures she believes will foster the greatness of Canada as a whole.

Forty years ago Henri Bourassa was regarded in Ontario and the West as a rank isolationist if not as an overt traitor. Such is history's irony that today the majority of English-speaking Canadians have adopted nearly all of his opinions.

In searching for a symbol of Quebec's future role in Canada, I thought the other day of a newspaper picture that appeared last fall at the time of the Grey Cup final in Vancouver. Wearing a straw hat and surrounded by a welcoming committee of westerners stood Mayor Jean Drapeau, who had flown across Canada in order to watch the Alouettes play the Eskimos. Everyone in Vancouver seemed delighted to see him, and from the expression on his face, he was having the time of his life. I thought of the distance Jean Drapeau has travelled since the bitter days of 1942 when he stood for the *bloc populaire* and made speeches so inflammatory that quite a few of *les Anglais* thought he should share the fate of Camillien Houde. I thought also of the distance the rest of us have travelled. For if Canada had not become a real nation since 1942, Jean Drapeau would never have been in Vancouver at all, nor would he have abandoned a career of protestation for the extroverted life of action he leads today.

World-famous for their quality

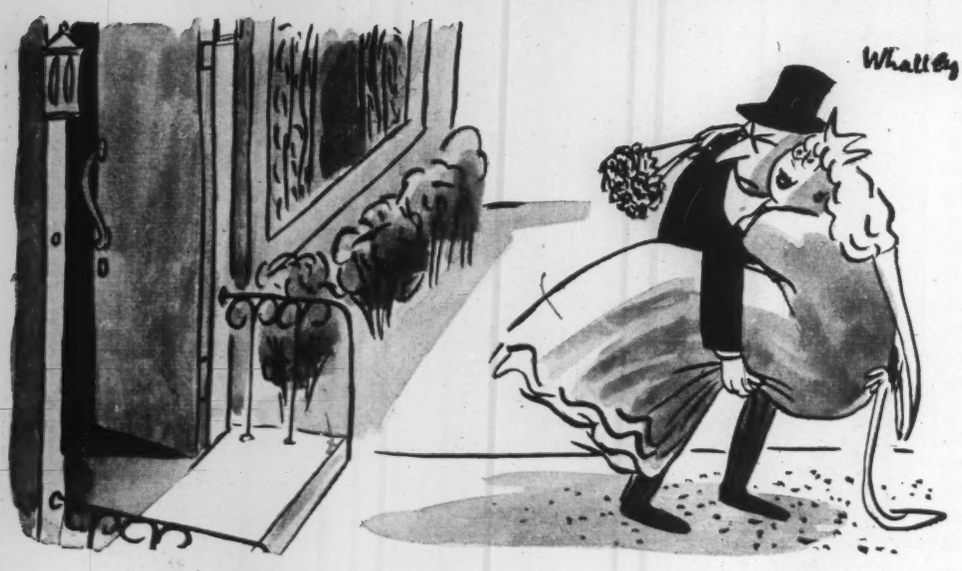
Superb in their flavour, Craven 'A' are completely and delightfully satisfying. Cool to the tongue and kind to the throat, they stand for all that is finest in cigarette quality—made from the world's costliest tobaccos.

The largest selling cork-tip cigarette in the world.

Craven 'A'

will not affect the throat

CRAVEN PLAIN
without cork tip —
same fine quality as Craven 'A'

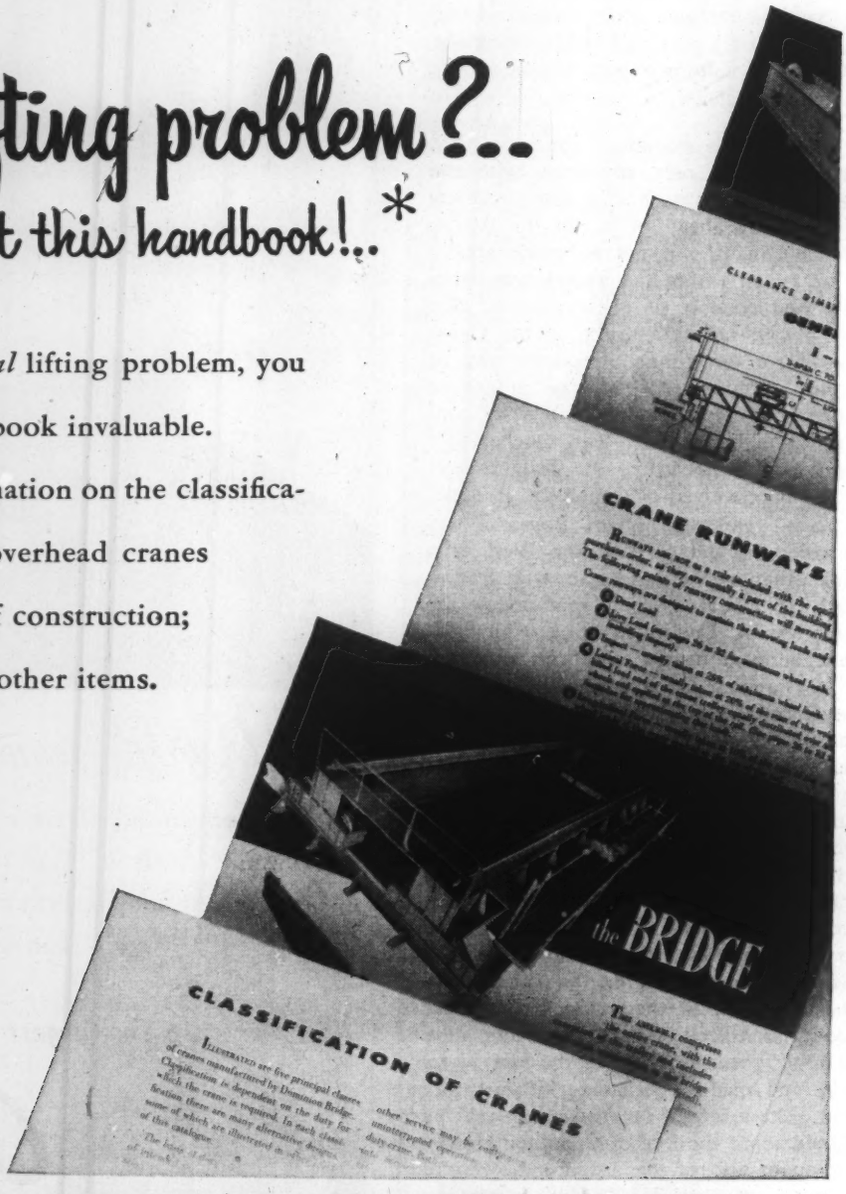


Got a lifting problem?..

then get this handbook!..*

If you have an *industrial* lifting problem, you will find our new Crane Handbook invaluable.

In it you will find information on the classification and selection of electric overhead cranes for various services; features of construction; runway design data and many other items.



* Write for your copy of Publication No.. MG-100 to your nearest branch of Dominion Bridge Company Limited, Box No. 288, Montreal.

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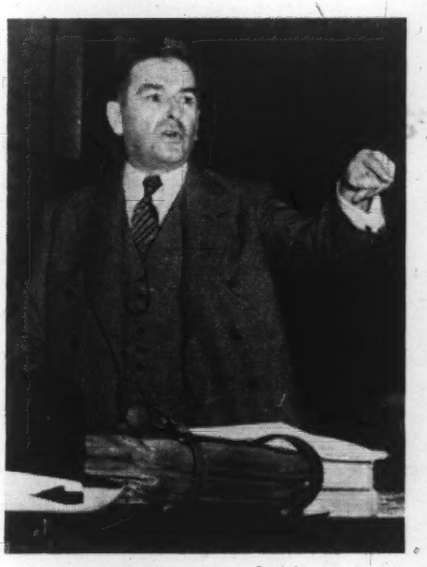
The Old Chief



Maurice Duplessis

Despite his speeches, Duplessis runs a conservative Government. He ended the dream of a Laurentian State. The real charge against him is that he has let himself be overtaken by events.

QUEBEC is getting ready for the provincial general elections in June. And the Chief himself, after a pre-Easter recuperation in the Bahamas — staying, appropriately enough, at the British Colonial Hotel — is preparing for his seventh campaign as leader of his party, and, no doubt, for his fifth term as Prime Minister of Quebec. The immediate question is: will he stand the strain? He is 66 years of age, an advanced diabetic with a chronic sensitivity about his physical condition, which is the subject of widely-differing assessments. But the prodigy who undertook his last campaign in a steel corset, from the effects of a serious spinal injury in the previous months, is still likely to brace himself for a good performance.

The election, it is being said, will be a domestic affair, a "quiet one", comparatively speaking. After the recent tax concessions by Ottawa and in the prevailing mood of peaceful co-existence, it is difficult to see how the more dramatic issues of the past can be revived, or the more colorful irrelevancies be effectively sponsored. There will be a chance, at least, to look at the record, at what the Premier has and has not done during 15 years of power. And there will, probably, be a wider inclination to look at the man himself—at Maurice LeNoblet Duplessis—in perspective, as he nears the end of the road, dispassionately and, perhaps, a little compassionately.

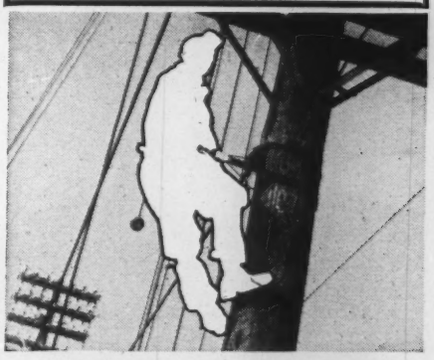
There is something almost pathetic today about this man with the caricaturist's nose and the old-fashioned collars, who has been so full of life and wit, so much a part of the Quebec scene, sitting alone with grey, drawn features in his suite at the huge gloomy Hotel Frontenac, sipping orange juice, watching the World Series on TV as his one relaxation. The man who boasted that he had never opened a book since he left school is increasingly obsessed with a superstitious form of religion about which even some of the priests are cynical. There is a growing note of self-pity, of reproach for ingratitude; of vindictiveness, and, all the time, this obsession with the power to which so much has been sacrificed, which is yet so sterile and insubstantial. In an odd kind of way, Duplessis is coming to resemble the butt of his favorite jokes—"Mackenzie King Stink"—in his last years, though not, happily, in the matter of money.

The story of Duplessis is, itself, a fairly simple one. He comes from the small-town, *petit bourgeois*—not, as some reporters claim, from the Quebec elite. But his father, who married a girl of Scots-Irish descent, became a Judge in Three Rivers, and remained obstinately in opposition to the old Liberal regime.

Maurice was born on April 20, 1890 (the same day as Hitler), an only son, and seems to have led a fairly uncircumscribed youth for a French Canadian of the period. He was the manager of a local baseball team and a keen hockey player, took an undistinguished law degree from Laval and gravitated naturally to politics. There are rumors, unchecked like many others, that he supported conscription in the First World War. Whether or not for this reason, he was defeated in his first election for the provincial legislature, but was returned in 1927. He has been the representative — and part-time resident — of Three Rivers ever since, keeping the inhabitants happy with a fine baseball stadium, a nice swimming-pool and many other less concrete benefits, including, of course, the famous bridge that fell down several years ago.

In 1933, he took over the leadership of

A MAN'S ale



"A job like mine takes it out of you"

with BODY in it

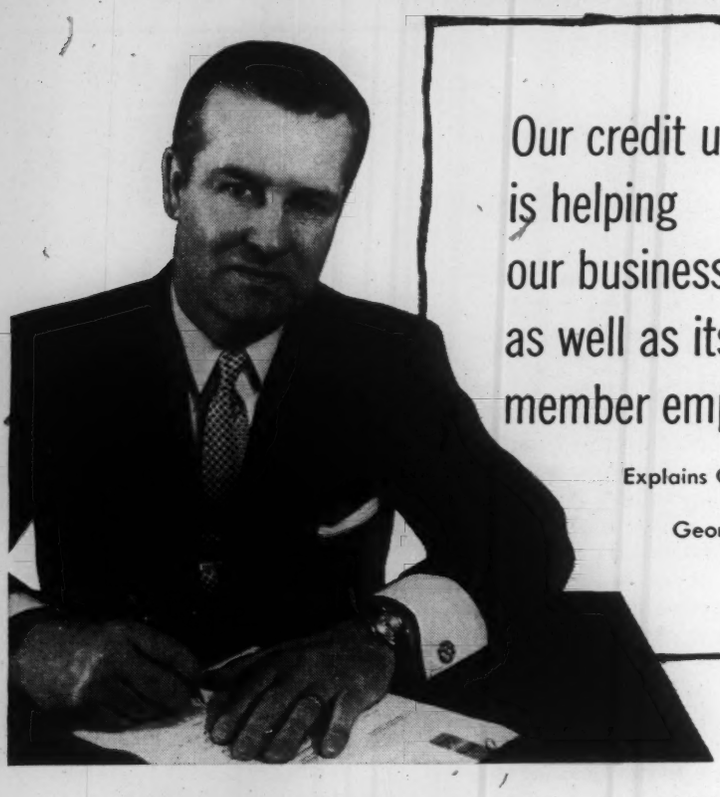
"But Labatt's IPA puts it right back in," *says Joseph Porelle, Toronto, Ont.*

Your first bottle will prove it . . . IPA's a *man's* ale! Here's the BIG body and flavour you've been looking for in ale. Joseph Porelle has a man-size job, and man-size tastes. His ale is Labatt's IPA. Make it yours, too.

Find out about IPA . . . *the ale that satisfies the man in you!* Make the great discovery as soon as possible—try IPA next time you're at your favourite hotel or tavern, or next time you order ale for the home. Start enjoying the ale with body . . . flavour . . . ZEST! The man's ale—IPA!

The swing is definitely to

LABATT'S



Our credit union is helping our business as well as its member employees

Explains C. T. Batson, Manager, George Weston Limited.

"WE WHOLEHEARTEDLY SUPPORT *our credit union since we find it a big help to our employees. It gives them a better sense of security and takes away, for some, the feeling of being alone. To those fortunate in being elected to the handling of their credit union activities, it buys an insight into the best methods of modern business . . . a very beneficial effect to our whole employee morale.*"

Since January 1953, the 137 members of the credit union at George Weston Limited have helped each other with loans for such things as car-buying, home improvement, and hospital expenses. Total savings have already reached $30,000.

A credit union is quite simply a group of friends who join together for greater financial security. From their pooled savings they are able to make friendly loans at low cost. Many credit unions provide without added cost the protection of special life insurance on loans and savings.

In the Western Hemisphere alone, there are nearly 20,000 credit unions serving some 10,000,000 people . . . sure proof that credit unions fill a real need. Management endorses credit unions because they help to increase efficiency —reduce absenteeism. Pay advances and wage garnishments are often eliminated.

And it is easy to form a credit union. All you need, is a group of 50 or more people sharing some common interest such as employment in the same company. They form and run their own credit union themselves under Government examination . . . each member sharing in the benefits.

A credit union could help *you*. Get together with *your* fellow employees. Write today for additional information to

Credit Union, Dept. S-3,
Box 65, Hamilton, Ont.

Credit union members elect fellow workers as officers, people like Vern Johnson, Treasurer of the credit union at George Weston Limited.

Saving a little each pay-day . . . money adds up fast . . . gives good returns, too, says this Board of Directors of the George Weston credit union. They are all friends . . . working with one another . . . helping one another.

the Conservative Party from Camillien Houde, when the newly-elected Mayor of Montreal felt that the Depression problems of the metropolis might become a full-time job. The circumstances of the secret transfer left, however, a furious antagonism between the two men, which persisted for many years to the detriment of no one but the ordinary inhabitants of Montreal. Two years later, Duplessis formed his *Union Nationale* from moribund Conservatives, dissident Liberals and unattached Nationalists, held them together long enough to end old Taschereau's sixteen years of Liberal power, amidst blood-curdling attacks on the corruption and nepotism of *Les Canneux* (grandees who walk with canes—like Duplessis today).

The first Duplessis term was something of a period piece, a grotesquely parochial, wildly hilarious "government", largely carried on in hotel suites amidst numerous scandals, martinis, attendant ladies and bright red herrings — rather like Mitch Hepburn's contemporary regime in Ontario. It closed down in 1939 with a landslide victory for the Liberals, campaigning with all-out Ottawa support against *Union Nationale's* reckless anti-war attitude and a provincial debt which had been doubled in three years. The one real hang-over from this binge was the Padlock Law—a propaganda stunt, which was to be revived in more dangerous circumstances.

In 1944, Duplessis came back, it is often said, a changed man. He had completely given up drinking on the doctor's orders and was forsaking other pleasures. He was, too, more sensible about his choice of people. Attacks on *les Anglais* and *les Trustards* still echo with increasing hollowness. But, in fact, his government became more and more truly *bleu*.

It is often overlooked that Duplessis was restored in 1944, not only in opposition to the Liberals under Adelard Godbout, but in opposition to the anti-capitalist *Bloc Populaire*, with its dream of a Laurentian state. The vast capital which has gone into the development of the province ($7½ billion between 1948 and 1954 alone) owes something to the encouragement and "moderation" of the Duplessis regime.

Whether he could—and should—have demanded a higher price for his vast concessions and whether this kind of exploitation is the best way of developing the province is a controversial issue (and a real issue). The new Liberal leader, Georges Lapalme, has been making much of the "give-away" to the Iron Ore Company of Canada and other interests.

What is the case against Duplessis? He is not, it is generally conceded, a personally corrupt man. Indeed, in his disinclination "to give thought for the morrow" he compares very favorably with many other

PHOTO BY KARSH

"Is this what you're looking for?"

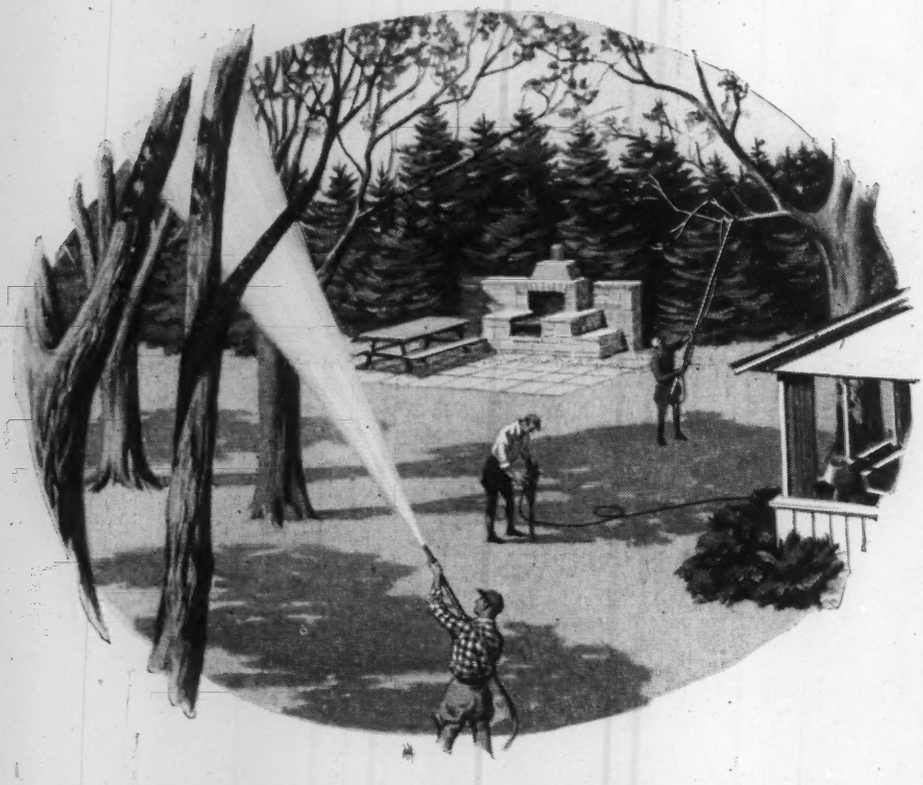
No doubt about it... a bottle opener is a mighty handy gadget when thirsty guests are waiting for Brading's Ale. Light, refreshing Brading's has a mellow flavour your friends will appreciate. Serve it and see!

SLOW-BREWED FOR MELLOW FLAVOUR

BRADING'S
Ale

Davey Tree Expert Co.

The Oldest and Largest Tree-Saving Service in the World



Look forward to days of Leafy Beauty

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The shade from above, the screen of verdant privacy, the sleepy whisperings of afternoon breezes—where do they come from? Your leaves! Your trees in full, rich lustrous leaf. Of all the possessions in your outdoor living room, your trees are probably the most precious and the hardest to replace.

Just a little professional care now will promote good, healthy growth and help your trees thrive despite the attacks of summer insects and the possible ravages of droughts or storms.

Call the Davey Tree Expert Company, the oldest and largest tree care company. Davey men are schooled thoroughly at the Davey Institute of Tree Service in Kent, Ohio. Make arrangements now for a Davey Expert to spray your trees and give them a check-up. Proper feeding and pruning will increase their beauty and add to their life, too. Davey men use the most modern equipment and advanced techniques for efficiency and economy.

You'll be satisfied when you rely on nationally known Davey. Look up the Davey company in your phone book or write to the

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MARTIN L. DAVEY Jr., PRESIDENT

Canadian political leaders. And though he is not exactly favorable to criticism, it is true, he is at least ready to engage all comers. "With good government there is no need of an opposition," he once joked. But would Premier Manning, for instance, or even C. D. Howe have seen anything funny about such a remark?

Critics get fired from their jobs, hostile organizations are financially victimized. But who is to blame? Usually "someone" thinks it might be bad for his business if someone else says or does something to which Duplessis might take exception. This is the corruption of democracy more than the suppression of liberty—an atmosphere thickened by charges of electoral frauds and by loose parliamentary control of appropriations.

Duplessis has left himself open to most criticism on this score, too, where the interests are involved of those who smugly congratulate him on his "tolerance" towards the Protestant minority and carefully avoid "interference" by their Montreal businesses. His treatment of the strikers in the 1949 asbestos strike only served to deepen the antagonism of the Quebec industrial workers.

Duplessis can—and does—go after the odd businessman or priest. He can take on Archbishop Charbonneau, with some claim to success, and more recently the president of the Anglo-Canadian Pulp and Paper Company. But there is little he can do to change their basic policies in the long run. For having no real philosophy of government, he is, indeed, little more than a "go-between", and a manipulator, in the style of the traditional city "boss". The Corporations will continue to finance both parties—and the Church will have its representatives in several camps.

The real charge against Duplessis is that he has let himself be overtaken by events. The rapid industrialization of a backward province, to which in some measure he has contributed, has brought immense social problems—of health and housing, of law and, above all, of education. He leaves a potentially dangerous vacuum which more fanatical men may exploit, especially if there is an economic setback. This is the charge made by the unofficial opposition in Quebec which is represented by the leaders of the Catholic unions, by papers like *Le Devoir* and by some of the forward-looking clergy—most notably Father Lévesque. This opposition is much more lively than the official parliamentary opposition in Quebec, and a good deal more stimulating than the critics of the prevailing order in other parts of Canada. Liberty may get pushed around in Quebec, but it is in no danger of suffocating from complacency. And for this a little of the credit must go, paradoxically, to the provocative Chief.

Thoughts at quitting time

NOW for...

The job's well up to schedule and a tired crew is good and ready for the truck-ride back to town. Pretty soon there'll be an *emergency* call . . . this time for Molson's Export Ale. In the *sure* enjoyment of Export Ale you get a welcome boost when it's most needed. Best of all there's the enjoyment of the full-bodied quality and true malt flavour that have always distinguished this famous ale.

MOLSON'S EXPORT ALE

MOLSON'S EXPORT · CANADA'S LARGEST SELLING ALE

SOLD COAST TO COAST

du MAURIER

EXCLUSIVE

"Millecel"

FILTER TIP

brings you
EXTRA MILDNESS...
RICHER FLAVOUR...
today's finest
smoking pleasure

du MAURIER

A Really Milder High Grade Virginia Cigarette

With characteristic zest and resourcefulness, the Dutch have always cultivated the lively arts of leisure.

And as you would expect with men born to the sea, their talent at making ship travel a joy is virtually unrivalled. Ask someone who has travelled Holland-America. You will be regaled with an account of palatial lounges, distinguished clubs, incomparable cuisine—the sports and convivial luxury that speed time all too quickly.

All things considered, it is no wonder that so many knowing ones go Holland-America not once, but many times.

SEE YOUR TRAVEL AGENT

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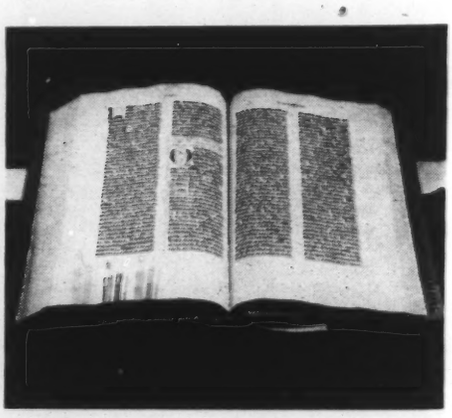
Johann Gutenberg began its printing—and a monumental venture in faith it was—slightly over five centuries ago in 1450. He finished the job in 1455, and it nearly finished him, for he was bankrupt and his press was seized by his creditors. Probably 300 copies were printed, though some scholars think there were only 200—165 on paper and 35 on vellum. Last year as part of the celebrations commemorating Gutenberg's amazing achievement, a census was taken of the known copies. United States has 12, Germany 11, Great Britain nine, France four, Italy and Spain two each and Austria, Denmark, Poland, Portugal and Switzerland one each. A perfect copy comprises 641 leaves (1282 printed pages). There are two columns to a page and most pages have 42 lines.

The Gutenberg Bible has brought a variety of prices. The first one to come to this continent is in the possession of the New York Public Library and was purchased in 1847 for the then "mad" price of £500. It is insured for $500,000. Dealers are naturally reluctant to divulge the prices they have been paid for copies, but Dr. A. S. W. Rosenbach, one of the world's greatest collectors and dealers, is known to have paid $106,000 for one which he later sold to Mrs. Edward S. Harkness, who gave it to Yale University. A perfect copy on vellum was bought by Dr. Otto F. H. Vollbehr of Berlin for $305,000. In 1930 it was acquired by the U.S. Library of Congress, as part of the Vollbehr collection of 3,000 specimens of 15th century printing, for $1,500,000.



Help in Quebec

by John A. Stevenson

A SATISFACTORY equilibrium in Canadian politics will never be restored until the party of the Right, the Progressive Conservatives, can count upon drawing from our basic reservoir of conservative sentiment, the province of Quebec, a substantial number of seats in the Federal Parliament. Since the ascendancy of the *Union Nationale* in the provincial arena in Quebec creates conditions more favorable to such restoration, the Federal Liberals are intelligibly anxious to eject the *Union Nationale* party from power at Quebec and regain complete control of the province at the coming provincial election.

In 1950 the leadership of the provincial Liberal party in Quebec was entrusted to Georges Lapalme, who had sat in the Federal Parliament from 1945 to 1950 without making any noticeable mark.

Mr. Lapalme, a lawyer by profession, has a pleasant personality, an unblemished character and a fund of industry but, like Edith Cavell's patriotism, these are not "enough" to achieve a record of success in politics. In his first provincial election as leader in 1952 his gifts for arousing popular enthusiasm for his cause proved inadequate to make any serious dent in the *Union Nationale* party's huge majority. In debates in the Legislative Assembly he has never been a match for the experienced Premier Maurice Duplessis.

It is plain that if he is to have any chance of winning the provincial election, he must secure generous help from the Federal Liberal party. Undoubtedly its campaign chest will be opened for his benefit, but Mr. Duplessis has never lacked a large campaign fund and more than financial contributions will be required to defeat him.

Prime Minister St. Laurent, if he chose to intervene actively in the election, could be a very powerful ally for Mr. Lapalme, but not necessarily a guarantor of victory. Mr. St. Laurent's hold upon the affections of his French Canadian compatriots still falls far short of the almost idolatrous devotion that most of them cherished for Sir Wilfrid Laurier in his later years.

His exhortations to the voters of Quebec to strengthen his hands by driving from power the troublesome Mr. Duplessis might prove fruitful. But during the present session at Ottawa he has shown distinct signs of weariness of politics and a

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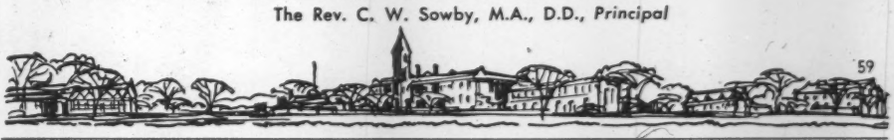

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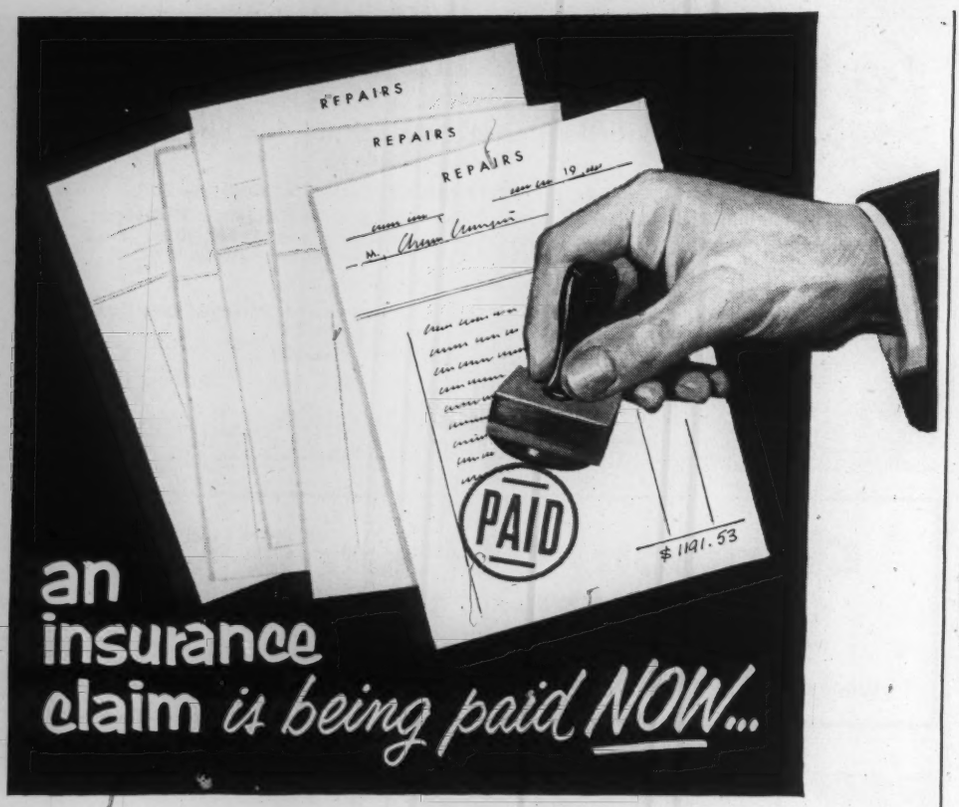

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reluctance to engage in vigorous combat. It is highly improbable that he will depart in the late evening of his career from the tradition that the nation's Prime Minister should abstain from active participation in provincial elections.

As far as Ottawa is concerned, the task of helping Mr. Lapalme to victory seems certain to be left to the other Ministers from Quebec and their followers in both Houses.

Of the Ministers, Hugues Lapointe, who today shoulders with difficulty the double burden of the Post Office and the Department of Veterans' Affairs, is a likable man, who works industriously at his administrative duties. But his gifts as an orator are limited and as an expert in political strategy and a vote-getter, he is not in the same class as his abler father, the late Ernest Lapointe. The Hon. George Marler, Minister of Transport, arrived in Ottawa with such a high reputation that he was regarded as a possible candidate for the Liberal leadership, but, while he is a reasonably efficient Minister and popular with his opponents, he has so far failed to gain status as a politician of the first rank. The Hon. Roch Pinard, the Secretary of State, an extreme devotee of racialism, has yet to prove that he has any outstanding merits as a Minister and he is rated far inferior to the Hon. Jean LeSage, Minister of Northern Affairs and National Resources. A competent debater, who always knows his subject thoroughly and can state a case in logical and convincing fashion, Mr. LeSage has become a skilful parliamentarian and, since he is also an efficient administrator of his department, he is the most promising of Mr. St. Laurent's recruits from Quebec. It would be an exaggeration to suggest that he is today a powerful political force in his own province, but in his own territory south of the St. Lawrence he could be an effective campaigner on behalf of Mr. Lapalme.

Some experienced observers of the Ottawa scene think that Lucien Cardin (Richelieu-Verchères) is the ablest of the younger French Canadian members on the Liberal side. As the nephew of the late J. A. Cardin, Minister in various Liberal cabinets, he came to Ottawa with the asset of a famous name, but it is on his own merits that, since he entered Parliament in 1952 at the youthful age of 33, he has got himself marked out for high office. Apart from being a good debater on domestic issues, he has a wide knowledge of international problems and it has won him promotion to be parliamentary assistant to the Hon. Lester Pearson. The bearer of his uncle's name would always secure a friendly hearing in Quebec and, if he has the latter's skill as an electioneering artist, he might win many votes for Mr. Lapalme.

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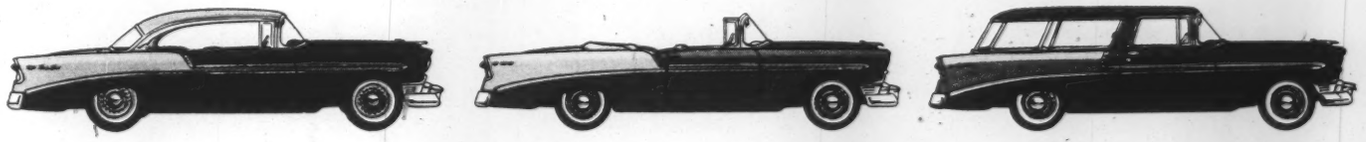

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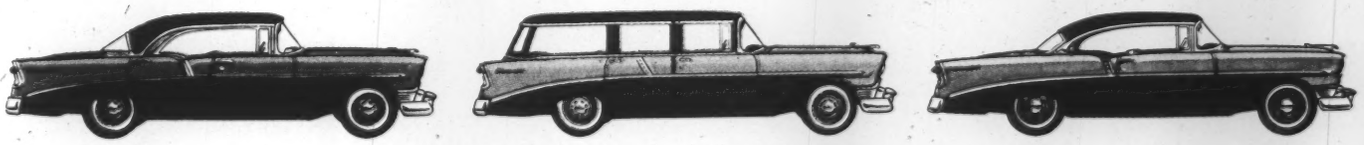

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Puzzler

by J. A. H. Hunter

JACK smiled as his secretary came into his room. "I'm through now, Betty," he told her, "so please call in the others."

A few moments later the whole staff, only five including Betty, were there before him wondering what this was all about. But their boss quickly put them at their ease. "I'm sure you'll be happy to know that I've pulled off the Cramond deal at last," he said, "and so here's a bonus of $260 among you to mark the occasion."

Betty likes to think herself more junior executive than secretary: "Maybe he won't count me in with the clerks." She chilled at the thought. All was well, however, for Jack went on: "I've figured it out exactly in proportion to completed years you've each been with me, but allowing half as much again for a man as a girl." With that he handed each an envelope, somewhat embarrassed by the outburst of thanks his words evoked.

It was a good break for all of them, their completed "years of service" being two, three, five, six and seven respectively. But you'll have to figure out how much of that bonus went to the female side of Jack's staff.

Answer on Page 54. (20)

Chess Problem

by 'Centaur'

BLACK self-unpinning of three pieces in turn, with the other two pieces essentially pinned in all three of the mates, was likely first accomplished in a two-mover, No. 138 below, by J. E. Funk of Manitoba in 1913.

Solution of Problem No. 137.

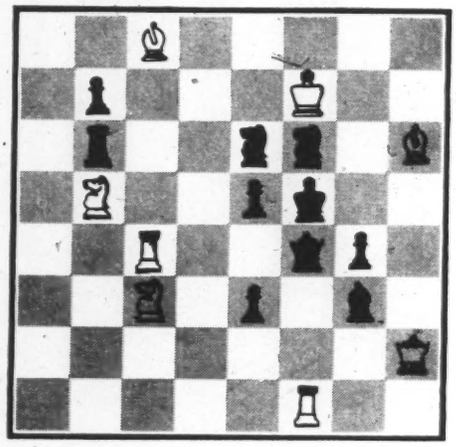
Key-move 1.Kt-K4, threatening 2.R-K7 mate. If RxKt; 2.RxP mate. If BxKt; 2.Kt-B4 mate. If R-Kt2; 2.Q-Q5 mate. If KtxR; 2. Q-Q4 mate.

If KxKt, then still 2.R-K7 mate. The set mate for R-K5 is 2.Kt-B3, and for B-K5 it is 2.Kt(2)-B4 mate.

Problem No. 138, by J. E. Funk.

Black—Ten Pieces.
White—Eight Pieces.

White mates in two.



Would You Believe It!

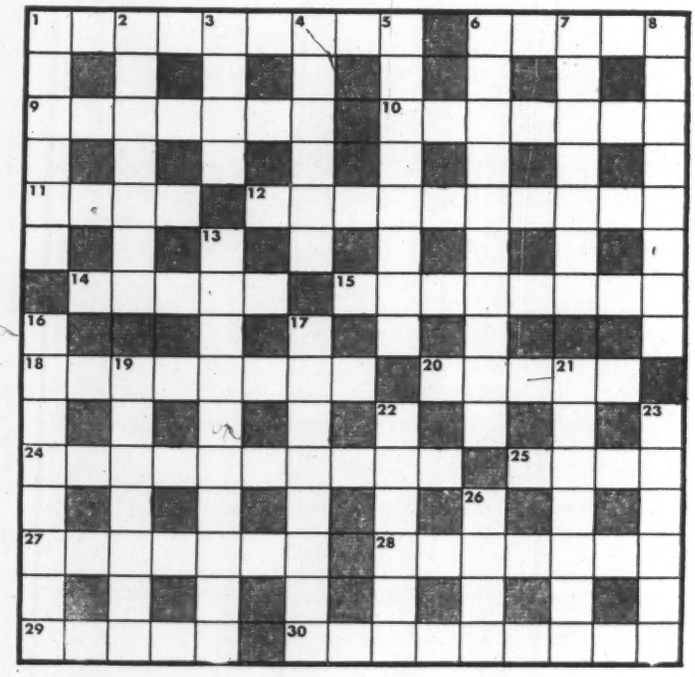
by Louis and Dorothy Crerar

ACROSS

1 Would it have made the little dog laugh if the cupboard had not been bare? (9)
6 In opera her tiny hand was frozen at a 100. (5)
9 In the revised version of "Dragon Seed", the son does not appear corrupt. (7)
10 Bird that is scarlet with rage? No, tan! (7)
11 6D now . . . at rest, naturally. (4)
12 Though this novel home had a leak in it, it was of use to the end. (5, 5)
14, 22 Often related, to a bank clerk. (11)
15 The very holy man needs strong drink to caress such a woman. (8)
18 Like everything else, it's gone up! (8)
20 It's sickening, no matter what the color. (5)
24 But they don't all have hazel eyes, which will come as a blow. (10)
25 One of five rare women to rave about. (4)
27 Always has its teeth on edge. (7)
28 Erudite King who came to a bad end? (7)
29 Spun by a 14, 22. (5)
30 A new arrangement for orchestra, not from "Carnival of the Animals"! (4-5)

DOWN

1 Toy instrument. (6)
2 A little of it may breed mischief, according to Benjamin Franklin. (7)
3 Time one gets by ear at last. (4)
4 Relative position in 16. It's too much! (6)
5 But Bartlett puts them in! (8)
6 The titled 14, 22, whose 29 were 11. (10)
7 Wu's intervention will gum up an M.P., boss. (7)
8 Rights wrongs. (8)
13 Coarse cereal containers? (10)
16 Descriptive of Alice's William? (8)
17 So 28, so dry! (8)
19 He will tour with a car all over the place. (7)
21 The cross Queen of England. (7)
22 See 14
23 Because of this, Liberace can't keep the drips away. (6)
26 24 . . . initially. (4)



Solution to last puzzle

ACROSS

1 Particles
6 Stair
9 Regaled
10 Prelude
11 Elemi
12 Bird's nest
13 Implore
15 Endear
18 Runway
20 Mismate
24 Secretary
25 Leper
27 Air-guns
28 Outward
29 Rides
30 Discovery

DOWN

1 Porter
2 Rogue
3 Ill will
4 Lady-bird
5 Superb
6 Stepson
7 Amusement
8 Re-enters
14 Manicured
16 Fresh air
17 Tiny tots
19 Avenues
21 Mulatto
22 Gassed
23 Friday
26 Peace (387)

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Moderate and Middlebrow

by Robertson Davies

MUCH OF THE writing that is being done today seems to be aimed at people who have no interest in literature as such, and who regard reading simply as one, and by no means the best, of the means by which they achieve the sensation which is the only form of entertainment they know. Far less, but still a considerable quantity, of writing is aimed at the specialist and the highbrow. But I am convinced that there must still be middlebrows, who read for pleasure but not solely for sensation, who pride themselves on an educated person's knowledge of literature, and who, without being specialists, have taste and standards by which they judge what they read.

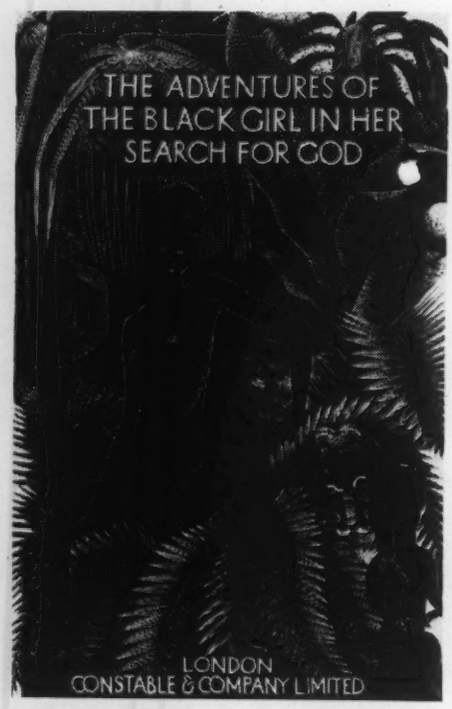
Between the people who buy their books in the drug store and read them at the soda counter, and the other group who buy their books at a discount at the university bookshop and read them in the faculty club, there must still be many thousands of people who buy books in bookshops and read them at home. Two excellent works are at hand today which I am happy to recommend to the middlebrows—a term which I use, I must make clear, with a good deal of respect.

The first of today's books is *The New Century Handbook of English Literature;* the second is the *Illustrated History of English Literature* which comes in three volumes. The library in a good middlebrow household needs, first of all, a really good dictionary and an atlas; after these foundation stones I think it should have a good book of reference about literature. There are not too many good ones on the market. Many people are devoted to *The Oxford Companion to English Literature,* edited by Sir Paul Harvey; certainly it is an admirable book. *The New Century Handbook,* however, is quite as good, if not better. It is more comprehensive, and its standard of scholarship appears to be fully as high.

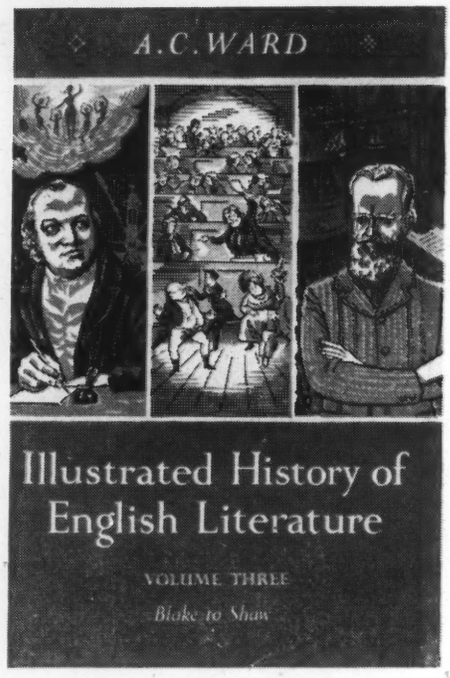
The editor, Clarence L. Barnhart, has not been so anxious as Sir Paul Harvey to exclude anything that could be taken as critical opinion from this book, and he has been more inclusive in his idea of what may be wanted by the reader of English literature. He is kind enough to give a guide to pronunciation, for instance. The entries in the book are compressed without being cryptic, and critical opinion, though sober and conservative, is present in a helpful degree. Such an entry as that about the Goncourt brothers shows what is meant; it is unexpected but useful, it is informative, and it also gives the color of critical opinion as it applies to these writers.

It is always easy to go through such a book and find strange omissions. For instance, Mr. Barnhart has an excellent article about Freud, but nothing about Jung; yet who is to say that Jung has not had a strong influence on contemporary literature, certainly less than Freud's but substantial none the less? And we may wonder why among living writers Daphne du Maurier is thought worthy of inclusion, when Frank O'Connor is not. And among the small number of Canadians named in the book it is curious to find space devoted to Sir Percy Hurd but none to Sir Charles Roberts. But this is a game which can be played to some extent with any book of reference, and as the *New Century Handbook* will certainly run through several editions, some of these oddities can be set right.

The middlebrow father might well spend thirteen dollars on this book, for it is a first-rate compendium and his children as well as himself will find it extremely useful. The indulgent uncle might give it as a present to a nephew or niece who has graduated from high school; it will be useful indeed to university students. School libraries will want it, and public libraries will find it invaluable—particularly those libraries which make a specialty of answering telephone enquiries about books. But I think that the happiest purchaser will be the one who gets the book simply for himself and keeps it for browsing. We cannot read all the books that we ought to read if we are to be really well-read; even professors of literature are, in some degree, fakers in this respect. But there is great satisfaction in thumbing over a book as good as this one and patching the dikes in one's literary information.



Title page by John Farleigh for Shaw's "Black Girl".



Jacket Design

Is this despicable? The highbrow will say so. I can still recall the scorn of a highbrow friend who found me deep in Harvey one afternoon. "I prefer to get my literary information at first hand," said he. But I knew quite well that he had *not* read *The Faerie Queene,* and that *Holy Living and Holy Dying* was, literally, a closed book to him; I do not suppose that he could have defined gongorism, or said offhand what aposiopesis was. Whereas I, by digging into Harvey, was able to look fairly intelligent when these things were mentioned. I knew then, and admit now, that my intellectual coinage was thus adulterated with a good deal of base metal. But at least I was not an utter dolt, and as I had no wish to be a specialist, that seemed to me to justify my course.

The specialist will probably not care much for the *Illustrated History of English Literature* by A. C. Ward, which Longmans have brought out in three handsome volumes, but it is just the thing

for people who want a good survey of the subject. It is preeminently a sane book, which never loses sight of the fact that its readers are not going to be specialists, but are not for that reason donkeys. It assumes that its readers will belong to the now neglected class of those who love literature for the delight and illumination it can give. In the preface to his first volume Mr. Ward says: "In the twentieth century, when the critical intelligence is disposed to feed upon itself and to become desperately more self-conscious rather than more penetrating or more subtle, the tendency is to reject simple values and to set up complex or contorted ones". This is, he continues, an aspect of literary fashion, and concludes that "a proper function of literary history is to hold a steady course amid the cross-currents of fashion". He succeeds very ably in this task.

Mr. Ward states clearly and, to me at least, welcomely, that the purpose of literature is to give pleasure and not to serve a didactic purpose; he might have added that it is not a function of literature to serve as mere scholar-fodder. Therefore he lays chief emphasis on those writings which live as works of literary art, and gives a lesser place to books with an axe to grind, or books which are famous in the world of Eng. Lit. because they prove something or other about the development of the language. This is not to say that he neglects such books, but only that he gives them a secondary place in his plan.

No history of English literature from a single hand will be without its idiosyncracies, and Mr. Ward is a salty and opinionated writer. In my view he is unjust to Ben Jonson, and this is the more strange when we read his sympathetic and penetrating analysis of the genius of Bernard Shaw. Unlike many a "literary" man, Mr. Ward has a really theatrical understanding of the drama, and his chapters on plays are excellent. He is human enough to be careless now and then; the reference to "Dr. Opimium" in the piece about Peacock, when "Dr. Opimian" is meant, suggests an author's rather than a printer's error. But the virtues of the book are those of a warm work written by one learned man, rather than a chillier work written by a committee.

The pictures are a great feature of these volumes and they are excellent. We must be austere readers indeed if we do not care what authors looked like, and for young readers with a developing historical sense it is invaluable to see the clothing, as well as the faces, of the great ones of the world of letters. Not that all the pictures are portraits; they are facsimiles of title-pages, caricatures and (very interesting and revelatory, these) scraps of handwriting. This is a book of lasting value, which any lover of our language

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and literature will read with pleasure. If 100,000 copies of it could be sold in Canada, it would be an inestimable benefit to our intellectual growth during the next fifty years, for it is "popular" in the very best sense of the word.

The New Century Handbook of English Literature, edited by Clarence L. Barnhart —pp. 1167—*Reginald Saunders*—$12.95.

Illustrated History of English Literature, by A. C. Ward—3 vols. handsomely illustrated—*Longmans Green*—$5. *per volume.*

Reply to Cohen

DEAR SIR:

As one of the governors of the Stratford Shakespearean Festival "whose complacency and shortsightedness" is causing the Festival to drift towards "artistic sterility", I feel compelled to reply to Mr. Nathan Cohen's article (SN, March 17) . . .

Mr. Cohen also launches his tiresome tirade against Tyrone Guthrie. Guthrie has every vice that a director can possibly have, including "indifference to a play's verse and meaning". Yet anybody who has watched a Guthrie rehearsal knows that most of his comments are directed towards the elucidation of meaning. And anybody who has seen a Guthrie production at Stratford will recall many examples of the way in which the meaning of a particular speech has been sharpened, or the total significance of the play freshly interpreted and restated . . .

But I am really most concerned about Mr. Cohen's recipe for our salvation: "There are two ways of achieving it. One is by calling in a director-teacher for a five-year or longer term, and asking him to work exclusively and howsoever he chooses with Canadian personnel, regardless of the commercial risk. The other is by inviting the leading interpreters of the classics in the English-speaking world, the finest actors and directors, to consider Stratford a second home, a place where they can delight, shock and blast themselves and us into a new awareness . . .".

These are wild and whirling words. The first sentence may be clear enough, although it is one of those airy counsels of perfection that are not really helpful. But what does the second sentence mean? I translate hesitatingly as follows: "Bring all the best actors in the world together in Stratford, and give free rein to their genius". If Mr. Cohen means this, he is talking nonsense.

The Stratford Shakespearean Festival needs criticism — informed criticism that is sharp and pointed. But Mr. Cohen's polysyllabic hysteria will only spread confusion and distrust.

TORONTO C. T. BISSELL

Teacher Trouble

by Mary Lowrey Ross

THE TEACHER shortage in Ontario was recently described as "alarming". The secondary schools, one official declared, had long passed the "preference" stage. If they want teachers, they have to gamble on anything they can get.

There are many factors to account for this unfortunate situation. But probably the most important one is that the school teacher has always had the worst publicity in the world.

On stage, screen and television, the doctor is treated with almost tearful reverence. Lawyers, editors, nurses and professors are all conceded the special prestige of their professions, and truck drivers command a rough respect. But the school teacher remains a comic valentine.

America's most widely publicized teacher is, of course, Our Miss Brooks, and nothing could be more effectively contrived to create a teacher shortage than Miss Brooks's long embattled career on screen, radio and television.

To be sure Miss Brooks isn't afflicted with the conventional stigmata of her profession—the scraped hairdo, the starched shirtwaist, the even more grimly starched attitude towards youth and pedagogy. As played by Eve Arden, she is attractive and gay and her clothes would be enviable in any profession. None of this does her any good, however. Emotionally she is permanently grounded, since her serialized frustrations are the meal-ticket of a whole battery of script-writers. Professionally she's always the low girl on the educational totem pole.

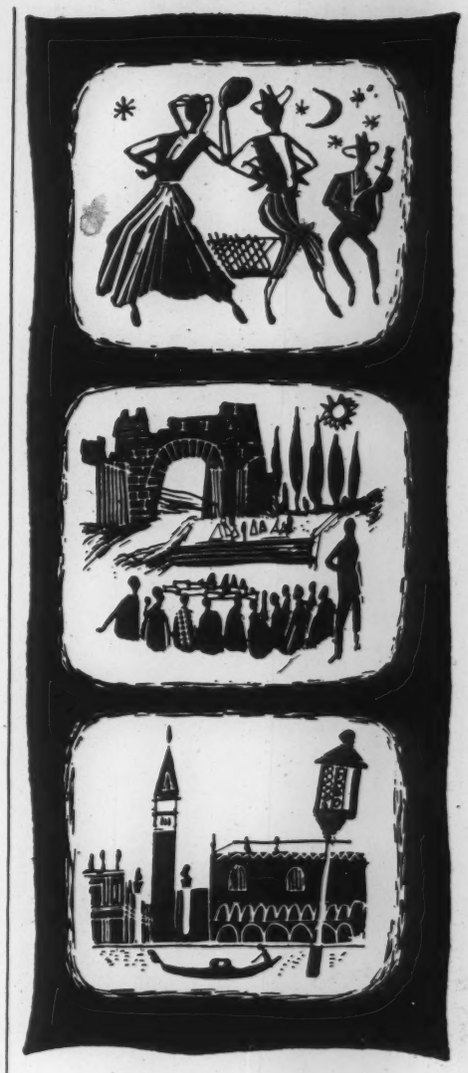
Eve Arden: Our Miss Brooks.

In her latest picture, her chief extra-curricular job is to act as campaign manager for her principal, Osgood Conklin, who wants to escape into a safe political job from the hated teaching profession. (This is a comparatively undemanding assignment for Our Miss Brooks.) Meanwhile she attempts to pound Fowler's *Modern English Usage* into the iron heads of her secondary school pupils while continuing her pursuit of her colleague, the biology teacher. Miss Brooks takes her job seriously, but she makes it clear that she would be out of the teaching profession like a bat out of hell if she could ever catch up with Mr. Boynton.

As a deterrent to the study of pedagogy, however, Eve Arden's Miss Brooks can't compare with Rosalind Russell's schoolteacher in *Picnic*. Miss Brooks at least puts up a self-respecting appearance. Miss Russell's clothes were almost as wildly distracted as her emotions and they became progressively more dishevelled as the day of school opening approached. By that time she was dragging herself about on her knees, begging to have somebody, anybody, marry her and save her from the horrors of grade school arithmetic.

It is hard to imagine any school management committee, however hard pressed by the teacher shortage, accepting the candidacy of the school teacher in *Picnic*. They might conceivably come to it if the only alternative candidate was the school teacher played by Jennifer Jones in *Good Morning, Miss Dove*. Miss Dove was a pure comic-valentine conception, fairly bristling with the more repellent female qualities. She entered the profession when a love-affair and the family fortunes collapsed simultaneously; and in fifty years she had never been known to smile, had never missed a chance to correct either her pupils or her fellow-citizens.

There was, of course, Glenn Ford's fine serious school teacher in *The Blackboard Jungle*. But he got beaten up so badly by some of the boys in the back row that he had to be put together with Band-aids before he could crawl back into the classroom. His record carries the Hollywood thesis to its ominous conclusion: if you enter the teaching profession, you do it at the risk of your life.



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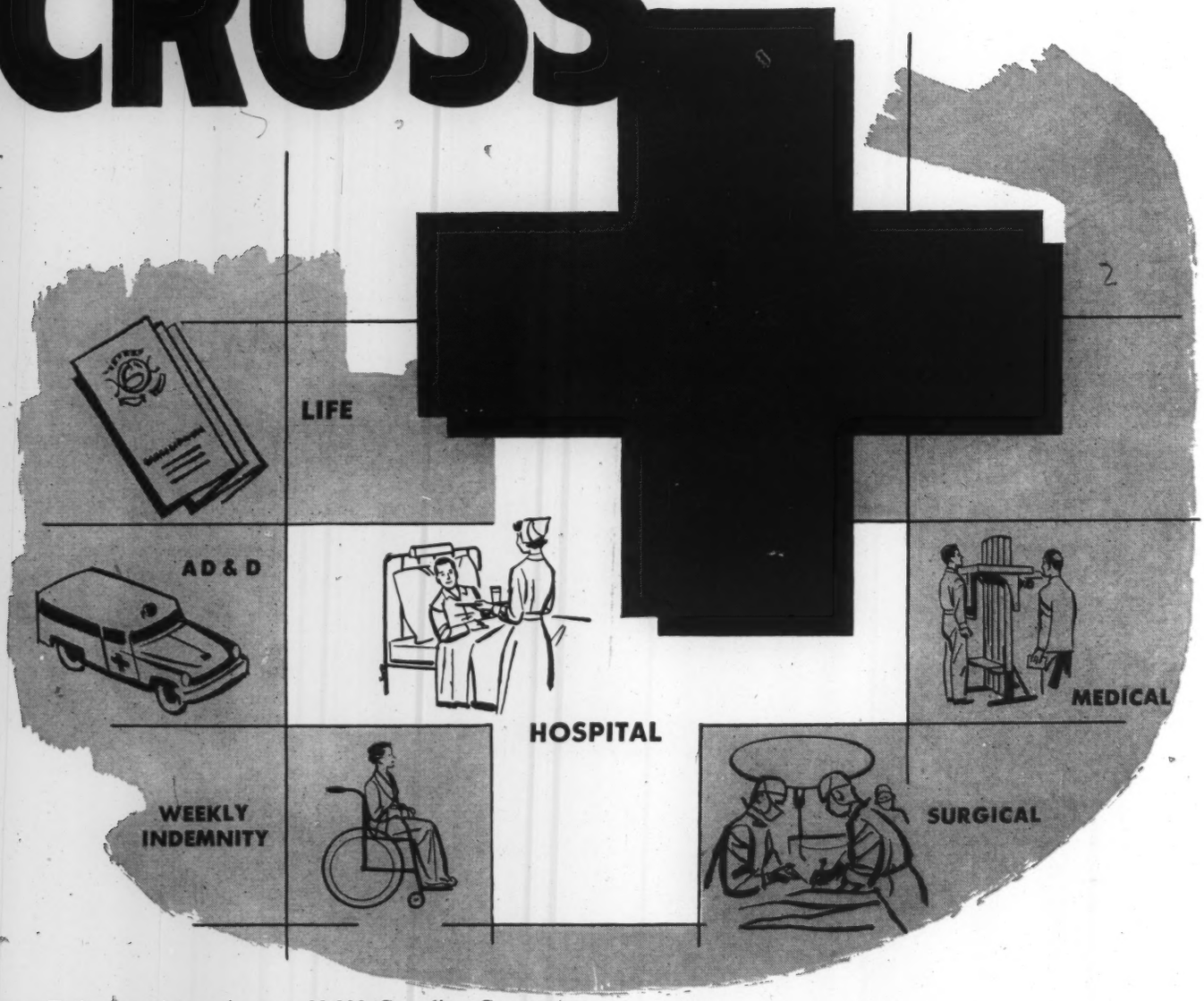

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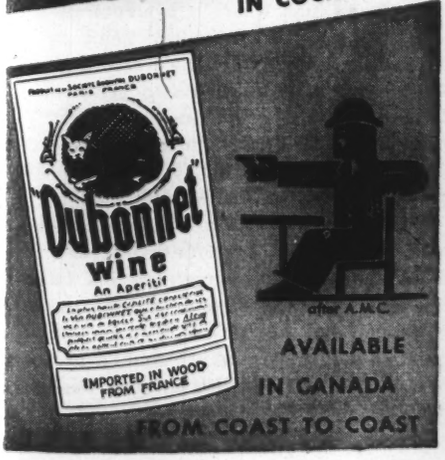

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AFGHANISTAN LETTER

Dream of Empire

by William Stevenson

NOTHING pleases an Afghan more than an argument and nothing makes him argue more these days than the subject of "Pakhtoonistan". I squatted beside some debaters this winter, trying to distribute my nods of approval equally between my Pakistan driver and his Afghan opponents. We were 7,000 feet up on the Lataband Pass. Sprawling along the northern horizon like a great snow leopard, the Hindu Kush barred the way into the Soviet Union. Below us to the south spread the rock-strewn plain over which meanders the ancient caravan trail out of Central Asia.

There was a time when Afghanistan had reasonably sweet relations with all her neighbors. Her twelve million people are scattered through the dry valleys and bare mountains in a high land which is three times the size of West Germany. But ever since Prince Mohammed Daud Khan, premier and dictator of Afghanistan, began to model his political ideas on those of Hitler there has been trouble in store. The 47-year-old, self-styled "Mad Prince" dreams of an Afghan empire and hopes to finance the project with money and technical aid from both the major power blocs.

To realize his initial hopes, Prince Daud has turned his country into a new kind of battlefield where ploughshares take the place of swords. The Russians call their rivalry with the West "competitive coexistence". Some Westerners call it blackmail. The fact is, however, that in the effort to prove the superiority of their own system, Russia and the United States have undertaken some $200 million worth of economic aid.

Thus the "Mad Prince" now has the money. For his further ambitions, he has the Faqir of Ipi. This asthmatic, 67-year old guerrilla leader whose real name is Mirza Ali Haji, lives in a cave on the side of a great brown pit where he keeps his "Central Pakhtoonistan Government" of six department chiefs, an advisory council of 17 men and an assembly of 102 representatives drawn from Pathan tribes in an area measuring 100 by 200 miles alongside the North West Frontier.

Nobody was much inclined to take the Faqir and his "Pakhtoonistan" very seriously until Marshal Bulganin and Nikita Khrushchev paused here on the way back from their tour through India and Burma. They announced a long-term loan of $100 million for the Afghans and

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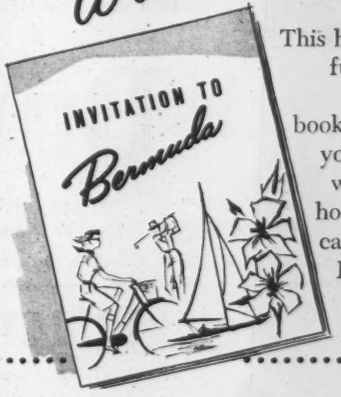

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endorsed the claim that a new state of Pakhtoonistan should be created.

This angered Pakistan, a country which already does exist and whose people have a strong feeling that by aligning themselves with the West through alliances like the Baghdad Pact and SEATO they are taken too much for granted. They most resent the fact that direct U.S. aid to Afghanistan in the past three years now totals $6,228,000, plus two loans for dam and irrigation projects worth altogether $60,500,000 and two wheat loans amounting to $2,500,000; and that this aid should be offered in the hope of wooing Afghans away from the Soviet Union which nevertheless is now so closely allied to the "Mad Prince" that Communist leaders actually recognize his extraordinary plan to annex a third of West Pakistan.

For this, in essence, is what "Pakhtoonistan" means. It would unite 7 million Pathans who, from my own restricted observations, appear to want anything else but unification. It would carve out a chunk of West Pakistan's territory stretching from Chitral to the Arab Sea. It would also give the "Mad Prince" his first exit to the sea and, quite incidentally, the Russians both a warm-water port and a wedge in the Baghdad Pact defence line which stretches from the Bosphorus to the Himalayas.

What "Pakhtoonistan" would not do is consider the feelings of those Pathans who live in Afghanistan. Prince Daud has no intention of asking their views, he has boasted to diplomats here, nor does he mean to let "Pakhtoonistan" become anything else but his.

Just now, the West Pakistan government manages to make its own side of the disputed border attractive to Pathans by a program of education and social welfare. Local tribes are hired to make new roads and incorrigible warriors have been recruited into Kiplingesque units of the North West Frontier Corps like the South Waziristan Scouts and Khyber Rifles.

But as the Afghans become louder in their arguments, and more boastful in their claims to greatness, relations with their neighbors grow bitter.

In Red China, there is evidence of disquiet too. Peking's leaders spent much time and money to destroy Russian ascendancy over the Central Asian province of Sinkiang and the Chinese Academy of Science recently proclaimed it as the new centre of Chinese industry "which will meet the needs of national defence".

Prime Minister Nehru is anxious to prevent Afghanistan becoming the pawn of anyone's military strategy and his Indian diplomats in Kabul have finished up encouraging the Afghans to seek more Russian economic aid as a counter-balance but not as a retaliation to the Baghdad Pact.

What Nehru may do is, indirectly, to

help inflame Pathan passions. He has good cause to remember their Holy War into Kashmir and officials I talked to in the Pakistan capital of Karachi were convinced his interest in "Pakhtoonistan" was merely one more maneuver in his campaign to win control over all Kashmir.

Meanwhile, the Afghan invitation to Russia to participate in the country's development may be adding to Peking's worries in another way. Trade between the Soviet Union and Afghanistan is rapidly reaching a point where the latter becomes dangerously dependent on that section of the communist bloc already industrialized. Afghan wool and hides are finding a growing market in Russia. They compete with the wool and hides of Sinkiang, which between 1950 and 1954 had exported similar goods for barter worth (according to the official New China News Agency) "some 12,300 Soviet motor cars".

If any of the competing countries is likely to leave an impression on the average Afghan mind, though, it is Russia. An unknown number of Soviet technicians, reported in more pessimistic quarters to exceed 500, is at work. They live simply, in overcrowded mud houses and some are said to speak local dialects, a point much in their favor.

They pave roads, not very well but sufficiently to impress. They are building grain elevators and gas-storage tanks. Natural gas is to be piped from Russia to Mazir-i-Sharif and there are strong rumors of projected highways. What workmanship I could see was poor.

American aid is less flossy and a great deal more fundamental. But one of the discouraging facts of life in an atmosphere of competitive co-existence is that simple people really do prefer badly-built skyscrapers to a modest power-house with solid foundations. When the American News Bulletin announces new finances for a river dam and irrigation project, the Soviet News Bulletin publishes promises of public transport. When the impressive Russian trading agency offers bicycles at $8 each, everyone rushes to buy although the ball-bearings feel square and the wheels are well known to collapse after a few months' wear. Solid Birmingham cycles are neglected because they cost three or four times as much and the likehood of their lasting a lifetime is ignored.

Whether Russia will ever get around to building one of those "Soviet Palaces of Art and Culture", which are a satellite's ultimate symbol of serfdom, depends a great deal on Afghanistan's souring neighbors. China may disapprove and thus provide material on which the pundits can speculate forever more. India may disapprove and rescue Nehru from the suspicions of his Western friends. Pakistan disapproves already and wants the West to take more visible action.

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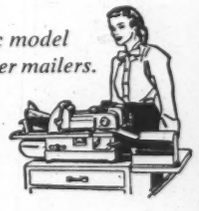

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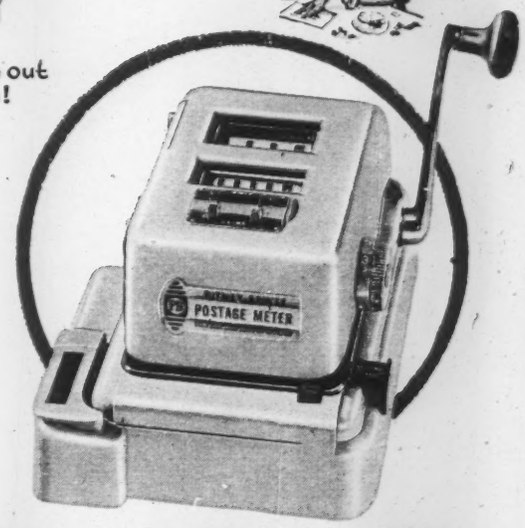

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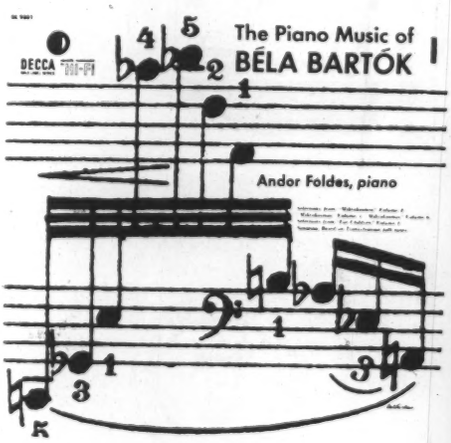
by William Krehm

Bela Bartok: The piano Music of Bela Bartok. Andor Foldes. 4 discs—*Decca DL 9801, DL 9802, DL 9803, DL 9804.*

THE GREAT MERIT of the four Decca recordings of Bartok's piano music by his disciple, Andor Foldes, is that they enable you to trace the path of Bartok's development. There are early romantic writings of rather Lisztian cast (Two Elegies Opus 8B from 1908-9); fairly literal if masterly arrangements of folk tunes (the Rumanian Christmas Carols—1915); and finally works where such materials have been distilled into a highly individual musical language (*Sonata for Piano* — 1926; *Out of Doors* — 1926; *Mikrokosmos*

1926-1937). This idiom is spare and full of a sinewy vigor. Some of these items were written for children—quite literally child's play—but yet contain more musical content than many windy symphonies by other composers.

Foldes plays with a style very suited to Bartok—clear, incisive, and without sentimentality. The records are an excellent introduction to the music of a composer who after years of relative obscurity is rapidly emerging as the fourth of our great and staple B's. And it is perhaps fitting as a sign of the trend that the jacket notes for these records should be written by the erudite musicologist Paul Henry Lang, who as recently as 1941 managed to write a monumental tome on *Music in Western Civilization* without once mentioning the name of Bartok. Recording: Excellent.

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In this relatively little-known masterpiece written in the mid-thirties, Bartok added a lighter touch to his astringent idiom. The Mueller work is an agreeable neo-classic item by a Swiss composer which makes a good showing in such august company. Performance good, recording excellent.

Mozart: The Abduction from the Seraglio. The Rias Symphony orchestra and chorus, Berlin under Ferenc Fricsay. *Decca DX—133.*

The fad for "Turkish" music in the late Rococo Age is another instance of the attraction exerted by the barbaric on the excessively refined. The most delightful fruit of this was Mozart's *Abduction from the Seraglio* where pseudo-Turkish music, in turn ferocious and tinkling, provides a wonderful pendant to the lyrical outpourings of the hero and heroine. The cast of this excellent production includes the great basso Josef Greindl, who makes a distinguished Terrible Turk, a tenor of liquid voice, the Swiss Ernst Haefliger, and the brilliant soprano Maria Stader, whose sense of pitch now and then nods. Sound: Excellent.

Beethoven: Violin Concerto, Wolfgang Schneiderhan with the Berlin Philharmonic Orchestra under Paul van Kempen. *Decca D1 9784.*

There is an old superstition, which has not died out among recording companies, that because a performer is blessed with buxom tone and nimble fingers he is necessarily a great thinker who can take Beethoven in his stride. As a fiddler Elman is prodigious, but these attainments as an instrumentalist go paired with distinctly below-average gifts as a musician.

Schneiderhan who does this concerto for Decca is a lesser fiddler than Elman is or was, but a truer musician. His reading has all the necessary wing spread. Recording good.

Shostakovich: Violin Concerto Op. 99. David Oistrakh with Philharmonic-Symphony Orchestra of New York under Dimitri Mitropoulos. *ML—5077.*

The Shostakovich boom during the war was largely politically inspired—the musical counterpart of Yalta. Since then we have been hearing rather little of Shostakovich. Having been absurdly over-rated, he was, in the chill of the Cold War, allowed to drop too low. His Tenth Symphony and the present Violin Concerto, both of which have had first performances in the West during the last two seasons, permit us to reassess him in more objective terms. He has tightened his style, improved his craftsmanship, occasionally ruffles the depths, but just as often he is not averse to splitting a cliché. The legendary Oistrakh does it high justice. Recording: good.

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New Wealth for an Old Province

by Paul Demers

THE MENTAL picture of a French-speaking Canadian as a toque-capped *habitant* who works his small patch of land has become as outdated as the spinning-wheel.

Modern Quebec is an industrial colossus that is growing yearly. Yet the wealth that has been tapped so far is only a small part of the potential. The industrialization of Quebec is having a major impact on its people. An old rural province is becoming urban and this urbanization is occurring in areas where previously only virgin forest and rock existed.

Certainly the major cities like Montreal and Quebec are mushrooming. But most notable is what is happening in such romantically-named communities as Baie Comeau.

The spark in the industrial revolution underway in Quebec is power. This is the universal pattern of the 20th century. Power unlocks wealth everywhere. Power has paced the growth of Ontario, of British Columbia and power is the index that measures the manufacturing importance of any area in the world.

In Quebec, power is abundant. The province is the largest power producer in Canada and accounts for almost half of the installed capacity in the nation. With installations capable of producing about eight million horsepower, Quebec has room for a further 18½ million horsepower or well over a third of potential water power resources in Canada.

Electric utilities are working on major projects to put to use more of this potential. The provincially-owned Power Commission alone has laid out a seven-year program that will cost almost $500 million. In addition, companies like Gatineau Power and Shawinigan Water & Power are expanding continuously.

This power streams through gigantic networks of transmission lines to giant industrial projects like Arvida where aluminum is made, to asbestos mills, to a copper mine in Gaspé. And soon it will be pouring into many new industries like the giant British Aluminium project at Baie Comeau.

Much of the strength of the Quebec economy lies in products of the forest. The province alone accounts for half of Canada's pulp and paper output. Its mills churn out $540 million worth of products a year, which are fed overseas, into other parts of Canada and throughout the United States.

Aluminum is one of Quebec's major products that have won it world-wide fame. And this is an area where major expansion is ahead. Aluminum Co. of Canada seems to be forever increasing its output, with expenditures of some $15 million planned this year. Now British Aluminium will build a $130 million plant at Baie Comeau on the north shore of the Gulf of St. Lawrence; and Reynolds Metals of the U.S. is expected to use its recently-purchased Aluminum Rolling Mills as a stepping stone to primary production in Canada.

Asbestos, the odd non-metallic mineral that looks like stringy cotton wool, is another key to Quebec's growth. This product of the ground goes to all parts of the world and brings back some $100 million a year. The industry, largely located in the Eastern Townships, is just completing a $75 million expansion program.

The future of Quebec is pointed up in a host of projects that are just getting rolling. These projects are tapping underground wealth and will provide the base for further industrial growth.

Iron ore in Ungava has been a magic phrase on the lips of businessmen everywhere. Last year this ore started to pour into steel mills. Yet the iron resources have hardly been scratched and many additional projects that will feed furnaces in Europe, the U.S. and Canada are being developed.

Blast furnaces and steel mills may be built someday soon in Quebec. The St. Lawrence Seaway will bring more and more ocean ships into major ports like Montreal. The future Quebec envisions is to build the processing facilities for its natural resources so that finished products can be moved to world markets.

Chemical production has become a major industry in Quebec with such projects as titanium and ammonia, nitric acid and fertilizer soon to be available. The province produces about a third of Canada's chemicals worth about $275 million. Mineral output at about $830 million is booming with the Chibougamau copper fields attracting most attention as new mines work towards production. The oil industry has always made Montreal a key refinery point and expansion continues.

As a major industrial gateway to Canada, Quebec is the first to greet European investors and businessmen. And, as Europe casts its eyes more and more to Canada, Quebec growth is likely to continue at an even greater pace. The continental atmosphere, the beauty of the Laurentian Shield, the Gatineau Hills, the warm-hearted people have always made Quebec a wonderful spot for a vacation. And by building up industrially, it is becoming an attractive place for both work and play.

Growth in Quebec

	1945	1955
Population	**3.56 million**	**4.52 million**
Power supply	**5.85 million hp**	**8.08 million hp**
Mineral production	**$91.57 million**	**$385.43 million**
Pulp and Paper	**$318 million**	**$540 million**
Manufacturing	**$2,531 million**	**$5,500 million**

Dollar figures are for gross value. 1955 totals are estimates based on production for the first nine months of the year.

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THE CANADIAN BANK OF COMMERCE

Dividend No. 277

NOTICE is hereby given that a dividend at the rate of thirty-five cents per fully-paid share on the outstanding Capital Stock of this Bank has been declared for the quarter ending April 30, 1956, payable at the bank and its branches on May 1, 1956, to shareholders of record at the close of business on March 31, 1956.

By Order of the Board.

N. J. McKINNON,
General Manager

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Dominion Magnesium

I bought 75 shares of Dominion Magnesium at $13.50 and have not received any report from the company since purchasing same. Would you advise selling at the present price of $18 or holding for a higher price and if so at what price would you consider it advisable to sell?—M.J., Sydney, NS.

Dominion Magnesium's hopes are based on development of non-military uses for magnesium. The company's process enables manufacture of a metal of high purity but earnings have reflected variations in defence orders for the metal. The company also makes calcium, and is credited with being the world's largest producer of this metal. The importance of calcium manufacture in relation to the overall picture has yet to be revealed.

The stock appears to be highly priced in relation to assets and earnings, having shared generously in the general upward revision in stock prices of the last couple of years. It is hard to visualize a return to the high 20s it attained last year unless there is a radical revision in its background. The high levels were concurrent with speculators' hopes, but these have not been realized.

As to not receiving a report, presumably you bought after the company issued a summary of its 1954 operations. It does not issue quarterly or interim reports, but results for 1955 should soon make their appearance.

Algoma Steel

What are the chances of some American steel company buying out Algoma Steel at a fancy price, say $200 a share?—D.J., Barrie, Ont.

Such chances, if any, are dependent on the will of the holders of the controlling interest in Algoma, reputed to be the estate of the late Sir James Dunn. This energetic Canadian took hold of the Algoma enterprise in the 1930s and piloted it into one of the most successful steel concerns in America. Its costs are said to be the lowest of any primary steel producer around the Great Lakes, reflecting the company's ownership of its own iron ore mines north of Sault Ste. Marie, Ont., and its own coal mines in the U.S.

Not knowing the minds of the executors of the Dunn estate, one can only speculate as to what they are likely to do. Regardless of their course of action, one can be optimistic about the future outlook for Algoma and for this reason it will always be an inviting target for some American steel company. The question as to what it

might be prepared to pay to get a foothold in Canada is an interesting one. It involves not only an appraisal of Algoma, which some claim is worth $200 a share because of its iron ore mines, but the economics of the steel industry as a whole.

Canada has at present a steel ingot-making capacity of some 4.5 to 5 million tons a year. There are four primary operators in the industry, Stelco (2 million tons), Algoma (1.25 million) and Dofasco and Dosco with somewhat less. The point to consider, however, is that no primary steel producer would be likely to think of entering Canada in terms of less than two million tons a year of ingot capacity, if it were to establish a brand new plant. For this reason, the bidding by prospective entrants for any established Canadian steel operation of less than two million tons capacity would probably be quite spirited.

Preston

Do you think Preston ED is a good speculation at present price? Is there any danger of this company with its interest in Algom, Bruce, etc., developing into one of those long-away-in-the-future holding companies, long on assets but short on dividends?—B.H.T., Toronto.

The answer to your first question is buried under the rocks of Porcupine, where Preston has a gold property, and in the prospects for civilian uses for uranium. These can only be guessed.

The answer to your second question depends on the wishes of a majority of shareholders of Preston and the directors whom they choose to be administrators of their assets.

If the company developed into one "long-on-assets", the shareholder wouldn't have anything to complain about. The directors would at least have something of value to hoard.

Dome Mines

What is your opinion of Dome Mines at recent price levels?—B.O.F., Indianapolis, Ind.

Financed by Americans in its early days, Dome is a favorite with Americans who wish to speculate on Canada's mineral resources. Unfortunately, its interests have been largely in gold mining and interesting as its operations have been they have not been of sufficient calibre to offset the general indifference to the yellow metal shares.

The company in its 1955 operations at the original Porcupine Mine was able to hold its own and the same comment is applicable to its other sources of income, largely dividends from the subsidiary Campbell Red Lake and Sigma gold mines. As a result, it ended the year with a net of 93 cents a share against 92 cents the

86 Years of Continuous Dividends . . .

The Royal Bank of Canada has paid dividends on its capital stock continuously for over 86 years. The Royal is the largest Canadian bank with 855 branches throughout the world and assets exceeding $3,284 millions.

Of special interest to investors is the new issue of Rights by The Royal Bank. These Rights entitle shareholders to subscribe for capital stock on the basis of 1 share at $36.00 for every five shares held. Details of this announcement and a 5-year record of the Bank's progress are given in our Review & Securities List for April.

Also in the April issue is a wide list of Government and Corporation Bonds and shares for current investment selection.

A copy of the "Review and Securities List" for April will be forwarded upon request.

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CANADIAN PACIFIC RAILWAY COMPANY

SEVENTY-FIFTH ANNUAL REPORT OF THE DIRECTORS TO THE SHAREHOLDERS (abridged)

Your Directors have the honour to report the results and developments of the year 1955. It is a matter of particular pride that this is the 75th Annual Report of the operations of your Company.

Net Income amounted to $44 million, which, after providing for dividends of 4% on Preference Stock, and $1.50 per share on Ordinary Stock, left a balance equal to $1.44 per share for modernization and other corporate purposes.

During 1955, there was a continuation of the strong upward movement in Canadian economic activity, and the gross national product increased by 10% to a new high level. The freight service performed by your railway, measured in ton miles, showed an increase of 9%, but did not attain the level of any of the years 1951 to 1953, inclusive. Traffic volume generally was moderately improved, and there were some outstanding increases. However, grain and grain products, which amounted to about 30% of total freight traffic, showed a decrease for the second successive year as export demand remained low.

Gross railway earnings rose $26 million, or 6%. Increasing competition was met in many instances by selected rate reductions and the making of a number of agreed charges.

Net railway earnings increased by $10.3 million over the previous year. Two principal factors contributed towards this improvement. Firstly, despite the rise in traffic volume, the total of maintenance work remained about the same as in 1954. Secondly, the proportion of transportation service performed by diesel power increased sharply and transportation expenses declined in relation to earnings. As a result of the level of maintenance and capital expenditures, including the purchase of additional diesel power, traffic units per man-hour were exceeded only in the peak of the wartime years.

Capital expenditures amounting to $81 million were made during the year in furtherance of the modernization which has been in progress for some years. Of this amount, $18.2 million was for diesel locomotives and facilities requfred for their operation. The total of your investment in diesel locomotives and facilities amounted to $110 million at the end of the year. It is estimated that through this investment there is being effected a saving in transportation expenses of approximately $18 million per annum, and a reduction in current locomotive repair expense of about $6 million.

Other Income amounted to $22.9 million, an increase of $5.1 million as compared with the previous year. Dividend income from The Consolidated Mining and Smelting Company of Canada, Limited, was higher, and there was an improvement in the results of operation of your ocean steamships.

Land and townsite sales were higher and receipts from petroleum rents, royalties and reservation fees increased moderately. The net addition to Land Surplus Account was $9.4 million, an increase of $1.7 million.

The Income, Profit and Loss and Land Surplus Accounts of your Company show the following results for the year ended December 31, 1955:

HIGHLIGHTS

YEAR'S RESULTS	1955	1954	Increase or Decrease
Gross Earnings	$ 448,598,491	$ 422,642,423	$25,956,068
Working Expenses	411,271,773	395,609,497	15,662,276
Net Earnings	37,326,718	27,032,926	10,293,792
Ratio Working Expenses to Gross Earnings	91.7%	93.6%	*1.9%*
Other Income	$ 22,894,567	$ 17,835,319	$ 5,059,248
Interest and Rental Charges	16,188,820	15,041,997	1,146,823
Dividends—Preference Stock	3,136,227	3,091,101	45,126
—Ordinary Stock	20,792,013	20,714,318	77,695
Balance for Modernization and Other Corporate Purposes	20,104,225	6,020,829	14,083,396
YEAR-END POSITION			
Property Investment	$1,761,669,249	$1,694,213,632	$67,455,617
Other Investments	158,439,442	172,555,069	*14,115,627*
Funded Debt	169,651,000	172,793,500	*3,142,500*
Reserves	633,955,713	601,920,444	32,035,269
Working Capital	117,490,662	109,131,467	8,359,195
TRAFFIC			
Tons of Revenue Freight Carried	58,489,144	54,205,877	4,283,267
Revenue Passengers Carried	9,543,843	9,528,589	15,254
Revenue per ton Mile of Freight	1.43c	1.46c	*0.03c*
Revenue per Passenger Mile	2.81c	2.82c	*0.01c*
EMPLOYEES			
Employees, All Services	86,789	87,072	283
Total Payrolls	$ 293,018,422	$ 287,120,929	$ 5,897,493
Average Annual Wage	$ 3,376	$ 3,298	78

Railway Operations

Net earnings from railway operations amounted to $37.3 million, an increase of $10.3 million as compared with 1954. The ratio of net to gross earnings improved from 6.4% to 8.3%. Gratifying as this improvement was the result of the year represented a return on net railway investment of only 2.92%—a rate very much below an adequate return for your railway enterprise.

Gross earnings, at $449 million, were up $26 million. While the increase was provided mainly by freight traffic, there was improvement in nearly all classes of revenues.

Freight traffic volume increased by 2,054 million revenue ton miles, or 9%. The rise was fairly general, with notable increases occurring in lumber, timber and plywood, crude petroleum, petroleum products, iron and steel, automobiles, trucks and parts, building sand, gravel and crushed stone. Grain and grain products were down 4%, and there was a marked decrease also in agricultural implements and farm tractors.

Passenger traffic volume expressed in revenue passenger miles increased by 4%. There was a decrease during the first five months, but an impressive recovery followed the introduction of new equipment and improved schedules in transcontinental services. The improvement was not confined to the summer season but extended throughout the balance of the year. The average increase over the last seven months was more than 8%.

Express traffic was up slightly from 1954 and there were some increases in rates. Expenses increased less than revenues, and, as a result, the net earnings of your Express Company, carried to railway earnings as compensation for the carriage of express traffic, were higher by 7%.

Working expenses amounted to $411 million, an increase of $15 million. Income taxes accounted for almost $9 million of this increase.

Maintenance expenses were little changed as the amount of maintenance work undertaken was about the same as for the previous year.

Roadway maintenance included the laying of 418 miles of new and relay rail, the installation of 1,970,000 ties and the application of ballast to 328 miles of track. These items of maintenance were less than the averages for the previous five years.

Equipment maintenance included the general repair of 375 steam locomotives, periodic repair of 293 diesel-electric units, the heavy repair of 35,806 freight cars, and the general repair of 752 passenger cars.

Transportation expenses, notwithstanding the increase of 9% in freight traffic volume, rose by only 1%, and the ratio of transportation expenses to gross earnings declined to 38.8% from 40.9% in 1954. Notable improvements were effected in service and operating efficiency. Of the total transportation work done during the year, the proportion performed by diesel power was 45% in freight service, 60% in passenger service and 65% in yard service. While the volume of total transportation service increased by 3.8 billion gross ton miles, train fuel expense decreased by almost $600,000. Freight train speed and gross ton miles per freight train hour reached new high levels, continuing the trend of the past five years.

Other Income

Other Income, after income taxes, amounted to $22.9 million, an increase of $5.1 million.

Ocean and coastal steamship operations resulted in a profit of $330,000 compared with a loss of $2 million in the previous year. A firmer tendency in ocean rates on grain and flour, increased cargo carryings both eastbound and westbound, and reduced expenses were the factors in the improved showing of ocean steamships. The increase in traffic volume occurred despite strikes by stevedores and tugmen at United Kingdom and European ports. North Atlantic passenger earnings were adversely affected by the cancellation of two voyages which resulted from a strike by stewards, but, as an offset to this, earnings from West Indies cruises showed marked improvement over the previous year. Revenues from coastal operations decreased, principally as a result of lower freight earnings, but expenses were reduced in greater proportion. A strike by personnel of the "Princess Helene" caused suspension of your Bay of Fundy service throughout most of the last quarter of the year.

Net earnings of hotels were virtually unchanged. Increased room rates were put into effect at some points in order to offset increased payroll costs.

Net earnings from communication services increased by $700,000. Gross revenues improved as a result of an expansion of leased wire business and a recovery of telegraph message traffic from the decline which occurred in the previous year. Expenses reflected the economies resulting from capital expenditures and did not increase in the same proportion as revenues.

Dividend income was up $3.4 million. Dividends declared by The Consolidated Mining and Smelting Company of Canada, Limited, were at the rate of $1.75 per share out of earnings of $2.01 per share, as compared with $1.35 out of earnings of $1.50 per share in 1954.

Net income from interest, separately operated properties and miscellaneous sources increased by $1.3 million, principally as a result of the

INCOME ACCOUNT

Gross Earnings		$448,598,491
Working Expenses		411,271,773
Net Earnings		$ 37,326,718
Other Income		22,894,567
		$ 60,221,285
Fixed Charges		16,188,820
Net Income		$ 44,032,465
Dividends:		
Preference Stock	$ 3,136,227	
Ordinary Stock	20,792,013	
		23,928,240
Balance transferred to Profit and Loss Account		$ 20,104,225

PROFIT AND LOSS ACCOUNT

Profit and Loss Balance December 31, 1954		$292,145,925
Balance of Income Account for the year ended December 31, 1955	$20,104,225	
Portion of steamship insurance recoveries representing compensation for increased cost of tonnage replacement	543,761	
Excess of considerations received for sales of properties over book values, and miscellaneous items	2,135,941	
		22,783,927
Profit and Loss Balance December 31, 1955, as per Balance Sheet		$314,929,852

LAND SURPLUS ACCOUNT

Land Surplus December 31, 1954			$ 92,278,857
Add:			
Receipts from Petroleum Rents, Royalties and Reservation Fees	$8,992,713		
Land and Townsite Sales	4,982,469		
Miscellaneous Receipts	825,371		
		$14,800,553	
Deduct:			
Administrative and Other Expenses	$ 702,200		
Taxes (Incl. $4,000,000 income taxes)	4,623,206		
Inventory Value of Lands Sold	89,323		
Miscellaneous Cr.	20,582		
		5,394,147	
			9,406,406
Land Surplus December 31, 1955, as per Balance Sheet			$101,685,263

fact that the jointly owned Northern Alberta Railways Company realized a net operating profit as compared with a loss in the previous year.

Fixed Charges

Fixed charges, at $16.2 million, were higher by $1.2 million. There were net increases in the charges on both equipment trust and collateral trust obligations.

Net Income and Dividends

Net income after fixed charges, at $44 million, was up $14.2 million. After provision for dividends on Preference Stock, earnings available for dividends on Ordinary Stock and for reinvestment amounted to $40.9 million. This was equal to $2.94 per share on 13,878,173 shares of Ordinary Stock outstanding at the end of the year, as compared with $1.94 on 13,812,014 shares at the end of 1954.

Dividends were declared on Preference and Ordinary Stock at the same rates as in 1954. Preference Stock dividends amounted to 4%, comprising 2% paid August 2, 1955, and 2% paid February 1, 1956. Ordinary Stock dividends amounted to $1.50 per share, comprising 75 cents paid August 1, 1955, and 75 cents paid February 29, 1956.

Land Accounts

The net addition to Land Surplus Account amounted to $9.4 million after income taxes of $4.0 million.

Gross receipts from petroleum rents, royalties and reservation fees, at $9.0 million, were up $553,000. Reservation fees provided most of the increase. Although royalties were received on 14.9 million barrels of crude oil from 718 wells, compared with 13.6 million barrels from 697 wells in 1954, income from this source was little higher in consequence of reductions which occurred in well-head prices for crude oil.

At the close of the year, 1.3 million acres in respect of which your Company holds petroleum rights were under lease, and 8.5 million acres were under reservation for exploration.

Proceeds from sales of land amounted to $5.0 million, an increase of $1.4 million. Sales included 12,657 acres of farm lands and 30,293 acres of timber lands. Contracts involving 5,568 acres of land sold in prior years were cancelled.

Balance Sheet

Total assets at the end of the year amounted to $2,134 million, an increase of $80 million.

The increase in property investment after retirements was $67 million. Gross expenditures on capital account amounted to $81 million, of which $10 million was for railway road property, $51 million for rolling stock, and $11 million for ocean steamships. At the end of the year, the unexpended balance of the capital appropriations approved for your new ocean steamships was $13 million. There was an increase of $8 million in net working capital.

Finance

The balance of $10,546,000 of Equipment Trust Certificates, Series "N", referred to in the 1954 Annual Report, was issued in 1955. The principal amount of this series totalled $17.2 million.

Serial equipment obligations amounting to $12,018,000 were discharged; $1,609,500 Convertible Twenty year 3⅛% Collateral Trust Bonds, $51,000 Convertible Fifteen year 3½% Collateral Trust Bonds, and $10,000 Convertible Seventeen year 4% Collateral Trust Bonds were converted into 66,159 shares of Ordinary Capital Stock.

The foregoing transactions resulted in a net decrease of $3,142,500 in funded debt, a net decrease of $2,004,600 in the amounts of Consolidated Debenture Stock pledged as collateral, and an increase of $1,653,975 in the amount of Ordinary Capital Stock outstanding.

Pensions

Pension expense amounted to $18.1 million. This comprised the portion of current pensions paid by your Company, contributions of $5.6 million to the Pension Trust Fund, and levies in respect of employees covered by the United States Railroad Retirement Act.

Wage Negotiations

On November 2, unions representing the non-operating employees served a joint request for revision of present agreements including an 18% increase in wage rates, payment of 8c. per hour to provide for group life insurance with medical and hospital benefits, and pay for three additional statutory holidays. Negotiations failed to bring about a settlement, and the matter has been referred to a Conciliation Board. Approximately 57,000 of your employees are affected by this dispute.

Agreements were reached with running trades employees, comprising engineers, firemen, conductors, trainment and yardmen, effective April 1, 1955, granting increased vacations with pay for those employees with three to five years' service and for those with fifteen and more years' service. Additional demands have been made for 1956.

An agreement was concluded covering the unlicensed deck and engine-room employees of the British Columbia Coastal Steamships, providing for an increase in wage rates of $14 per month, effective June 1, 1955, and a further increase of $9.75 per month from June 1, 1956. This settlement corresponds with those made by other steamship lines in the area.

The unlicensed personnel of the S.S. "Princess Helene" operating on the Bay of Fundy requested increases in wage rates on the scale agreed upon for the British Columbia Coastal Steamship Service. As conditions and wages on the East Coast are not considered comparable with those on the West Coast, this request was declined and an offer was made of a wage adjustment based on the change in the cost of living and on the rates of other steamship services in the East. A Conciliation Board which had considered the matter did not recommend any increase in wage rates. Notwithstanding the offer made by your Company, the employees went on strike and your Bay of Fundy service was interrupted from September 30 to December 19. On the latter date the employees returned to duty and negotiations were to be resumed.

Agreements were reached with employees of your hotels, excepting the Royal York, providing for a wage increase of 2% from June 1, 1955, and a further 1% from June 1, 1956. The agreements also provided for increased vacation benefits similar to those awarded non-operating railway employees in 1954. In the case of the Chateau Frontenac, provision was made, in addition, for the establishment of a 40-hour week effective June 1, 1956. Negotiations were continued with representatives of employees of the Royal York Hotel regarding a request for an increase of 18% in wage rates and other benefits.

Negotiations were under way concerning revision of the working agreements respecting pilots and flight attendants employed by your Air Lines.

Steamships

Construction was completed of your new passenger-cargo liner "Empress of Britain" which, after undergoing sea trials, will enter into regular North Atlantic service in the spring of 1956 as the flagship of your ocean fleet. Construction of your second new liner, to be named "Empress of England", proceeded during the year. This vessel is to join your North Atlantic fleet in the spring of 1957. In anticipation of the completion of the "Empress of Britain", the "Empress of Australia" was withdrawn from service at the end of the year and sold in February. This ship was acquired early in 1953 in temporary replacement of the "Empress of Canada" which had been destroyed by fire.

Your new 5,554 ton motorship "Princess of Vancouver" entered the British Columbia Coastal services in June. The "Princess of Vancouver" has accommodation for 800 passengers and is designed also to carry 28 railway freight cars or 115 automobiles and trucks. Operation of this vessel from specially constructed slipways has made possible more frequent service between Vancouver and Nanaimo, and released two barges for service between other points. Your Company and the Canadian National agreed to undertake joint operation, commencing in March, of a service between Vancouver and Ketchikan, Alaska, and intermediate points including Prince Rupert. Your vessel "Princess Norah", which formerly operated between Vancouver and Prince Rupert, was placed in this service and was renamed "Queen of the North". Your 1,243 ton "Motor Princess" was sold in January, 1955.

Air Lines

Your Air Lines had a net profit of $275,000. In the previous year there had been a net profit of $969,000, which included $593,000 from the sale of aircraft.

There was an increase of 45% in revenues from domestic operations, principally as a result of participation in the cargo charter airlift, which commenced in February, to supply and service the construction of northern radar installations. Eight Curtiss Commando freighter aircraft were purchased for this purpose. Other developments were an increase in service from three times weekly to six times weekly between Winnipeg and Churchill; the introduction of all-cargo services between Vancouver and Whitehorse and between Edmonton and Yellowknife; the replacement of Norseman aircraft with modern DeHavilland Otter aircraft on the extreme northern route from Norman Wells to Aklavik; the inauguration of a direct daily service between Vancouver and Terrace, using pressurized Convair aircraft; and the use of this type of aircraft also on routes out of Edmonton. Substantial reductions in passenger fares became effective on the Mackenzie district at the beginning of June.

International revenues decreased 9% as a result of the expiration at the end of March of the agreement with the Government of Canada in respect of the Korean military airlift. Upon termination of this service, the regular schedule between Hong Kong and Vancouver was increased from one flight to two flights weekly. An important extension of your international

CANADIAN PACIFIC RAILWAY COMPANY

GENERAL BALANCE SHEET, DECEMBER 31, 1955

ASSETS

Property Investment:		
Railway, Rolling Stock and Inland Steamships	$1,286,661,505	
Improvements on Leased Property	142,494,895	
Stocks and Bonds—Leased Railway Companies	133,674,031	
Ocean and Coastal Steamships	83,676,788	
Hotel, Communication and Miscellaneous Properties	115,162,030	
		$1,761,669,249
Other Investments:		
Stocks and Bonds—Controlled Companies	$ 83,605,164	
Miscellaneous Investments	33,869,981	
Advances to Controlled and Other Companies	9,798,699	
Mortgages Collectible and Advances to Settlers	1,120,675	
Deferred Payments on Lands and Townsites	4,350,096	
Unsold Lands and Other Properties	8,055,859	
Insurance Fund	13,188,540	
Steamship Replacement Fund	4,450,428	
		158,439,442
Current Assets:		
Cash	$ 43,695,488	
Government of Canada Securities	69,790,839	
United Kingdom Treasury Bills	1,663,270	
Special Deposits	5,167,771	
Agents' and Conductors' Balances	19,664,594	
Miscellaneous Accounts Receivable	25,934,344	
Material and Supplies	41,369,639	
		207,285,945
Unadjusted Debits:		
Insurance Prepaid	$ 119,023	
Unamortized Discount on Bonds	3,999,535	
Other Unadjusted Debits	2,932,306	
		7,050,864
		$2,134,445,500

LIABILITIES

Capital Stock:		
Ordinary Stock	$346,954,325	
Preference Stock—4% Non-cumulative	137,256,921	
		$484,211,246
Perpetual 4% Consolidated Debenture Stock	$417,916,788	
Less: Pledged as collateral to bonds	125,367,900	
		292,548,888
Funded Debt		169,651,000
Current Liabilities:		
Pay Rolls	$ 9,345,556	
Audited Vouchers	14,781,212	
Net Traffic Balances	2,893,897	
Miscellaneous Accounts Payable	14,756,303	
Accrued Fixed Charges	1,270,792	
Dividends Payable	12,437,976	
Taxes Accrued	16,797,320	
Other Current Liabilities	17,512,227	
		89,795,283
Deferred Liabilities		4,349,588
Reserves and Unadjusted Credits:		
Depreciation Reserves	$604,755,736	
Investment Reserves	643,018	
Insurance Reserve	13,188,540	
Contingent Reserves	4,118,419	
Tax Equalization Reserve	11,250,000	
Unadjusted Credits	6,105,368	
		640,061,081
Premium on Capital and Debenture Stock		37,213,299
Land Surplus		101,685,263
Profit and Loss Balance		314,929,852
		$2,134,445,500

S. J. W. LIDDY, *Comptroller*

To the Shareholders, Canadian Pacific Railway Company:

We have examined the above General Balance Sheet of the Canadian Pacific Railway Company as at December 31, 1955, and the related financial statements, and have obtained all the information and explanations we have required. Our examination included such tests of accounting records and other supporting evidence and such other procedures as we considered necessary in the circumstances.

In our opinion the General Balance Sheet and related financial statements are properly drawn up so as to present fairly the financial position of the Canadian Pacific Railway Company at December 31, 1955, and the results of its operations for the year then ended, according to the best of our information and the explanations given to us and as shown by the books of the Company.

Montreal, March 9, 1956

PRICE WATERHOUSE & CO., Chartered Accountants.

air routes was effected with the inauguration in June of the Vancouver-Amsterdam trans-Arctic service. This extension, which has brought the west coast of Canada within 19 hours' flying time of Europe, provides a direct connection with your other international routes out of Vancouver. Traffic volume over the new route was at a high percentage of capacity, and fully justified expectations. Another major development was the addition of the Toronto-Mexico City service in November. This route, which connects Eastern Canada with your international service between Vancouver and South America, was obtained from Trans-Canada Air Lines in exchange for certain routes in Quebec which were distant from your maintenance facilities at Vancouver.

On order at the year end were eight DC-6B aircraft for delivery commencing in 1956, and three Bristol Britannia turboprop aircraft for delivery in 1957.

United States Subsidiaries

Income received from your holdings of General Mortgage Income Bonds and Common Stock of the Minneapolis, St. Paul and Sault Ste. Marie Railroad Company amounted to $488,000. Of this amount, $132,000 represented interest and $356,000 dividends. The net income of that Company in 1955, after provision for fixed and contingent charges, was $2.4 million, an increase of $800,000 as compared with 1954.

Income amounting to $382,000 was received in respect of your holdings of First Mortgage Bonds and Common Stock of the Duluth, South Shore and Atlantic Railroad Company. Interest amounted to $172,000 and dividends to $210,000. The net income of that Company after provision for fixed and contingent charges amounted to $422,000. Net income in the previous year had not been sufficient to meet contingent charges in full.

Income amounting to $693,000 was received in respect of your holdings of First Mortgage Bonds, General Mortgage Income Bonds and Common Stock of the Wisconsin Central Railroad Company. This amount comprised $523,000 interest and a first dividend of $170,000. The net income of the Wisconsin Central after provision for fixed and contingent charges amounted to $1.6 million, compared with $236,000 in the previous year.

Rates

The Royal Commission appointed in 1954 to enquire into the application and effects of agreed charges made its report in February 1955. The Commission upheld the contention of the railways, as referred to in the last Annual Report, that agreed charges should not be subject to the "one and one-third rule". It also recommended changes in the Transport Act designed to reduce the restrictions which apply against the railways in the making of agreed charges. Important among the changes proposed were reduction from 30 days to 20 days in the waiting period required before an agreed charge can become effective, and the elimination of the requirement that agreements must have the prior approval of the Board. The recommendations of the Commission were generally adopted, and the Transport Act was amended accordingly in July.

Forty-seven additional agreed charges were put into effect in 1955, more than twice the number in the previous year, and a number of others were in the process of negotiation. Among the new agreements were those involving the shipment of automobiles to Western Canada and these have resulted in a marked improvement in the amount of that traffic carried by your Company.

The reductions in competitive rates on less-than-carload merchandise in vanload quantities carried in truck trailers-on-flat-cars, which were put into effect between Montreal and Toronto during 1954, were extended to Hamilton and London in September, and to Windsor in December. A number of reductions in rates on individual commodities were also put into effect during the year to meet competition.

In compliance with the order of the Board of Transport Commissioners, revised equalized class rates, which are rates applying on general classes of traffic, were made effective in March 1955. Gross earnings for the year were adversely affected by these changes and it is estimated that they will result in a reduction in freight revenues amounting to more than $2.5 million annually.

The Board of Transport Commissioners proceeded with studies respecting the equilization of commodity rates. Preliminary hearings were held in Ottawa in June and November.

Services

The improvement and modernization of your railway services continued. Ninety-seven new diesel units were acquired, comprising road switchers for freight and passenger service and yard switchers for use at terminals. The first stage of a diesel maintenance shop at Montreal was completed before the end of the year.

New rolling stock placed in service also included 1,640 freight train cars, of which 1,000 were box cars, and 92 stainless-steel passenger train units, of which 9 were rail diesel cars. After retirements there were net reductions in the inventories of both freight and passenger train cars. The average carrying capacity of freight cars in service continued to increase.

Your new scenic-dome stainless-steel streamliner, "The Canadian", which entered transcontinental service in the spring of the year, introduced to this country the finest and most modern equipment in rail passenger service, and reduced by as much as sixteen hours the time formerly required to travel across Canada. "The Canadian" has received widespread public acclaim, and available space was sold practically to capacity throughout the summer months. The service of low-priced meals in the Skyline coffee shop coaches proved to be an attractive feature of the new train.

Stainless-steel units were also in use in your transcontinental train "The Dominion", in "The Atlantic Limited", and in dining car services between Montreal and Quebec. Diesel power was assigned to "The Atlantic Limited", and the scheduled time between Montreal and Saint John was reduced by two hours.

Studies continued for the purpose of further improvement in passenger train services. As a result, seven new "Dayliner" services were commenced, increasing to 2,000 route miles the distance over which these trains were in operation, and to 16 the number of rail diesel cars in service. These cars are highly popular and very satisfactory economies have resulted from their use. Twelve additional units have been ordered for delivery in 1956.

During the year, 39 passenger trains were discontinued as being no longer justified by the level of traffic, and a further twelve trains were operated at reduced frequency. A saving in operations at a rate of 865,000 train miles per year was thus effected. Over the past five years, 119 trains have been discontinued and 45 have been operated at reduced frequency, resulting in a decrease amounting to 2.4 million train miles per year.

Construction of 53 miles of branch lines, to serve new mining and industrial areas, was completed during the year. These comprised a forty mile line between Struthers and Manitouwadge in Ontario, a nine mile line between Mitford and Jumping Pound in Alberta, and a four mile line running north from Cheviot in Saskatchewan. Work was under way on a three mile extension of the line which was built between Havelock and Nephton, Ontario, in 1954.

To improve the safety and efficiency of your railway operations, 50 miles of automatic block signals were installed during 1955, bringing to 3,039 the total mileage so equipped.

New manufacturing, warehousing and distributing businesses which located on or adjacent to the lines of your railway during the year numbered 1,193. Of this total, 180 required industrial trackage, and a total of 36 miles of sidings was constructed to serve them.

During the year, your Express Company took over from the railway the terminal handling at Vancouver, Seattle and all points on Vancouver island of traffic moving by your coastal steamships, and also assumed direction of the operations of your Vancouver Island trucking subsidiary, Island Freight Service Limited. Economies have already resulted, and further savings are anticipated.

The television network service which your Company operates as a joint communications undertaking with Canadian National was extended to include Windsor and Quebec City, and contracts were entered into for further extensions to Sherbrooke, Trois Rivières, Jonquiere and Rimouski in Quebec, and to Wingham in Ontario.

Integrated Data Processing

Over the years your Company has been in the forefront in the use of business machines as an aid in handling clerical tasks. Evolving from this, a new development of major significance is now taking place with the adoption of integrated data processing across the system. To gain the benefits of automation in the mass handling of paper work, information on many phases of the operations of your Company will be recorded automatically at the source and transmitted over your communications network to a central processing location. By use of one of the most advanced electronic data processing machine installations, it will be possible to supply information promptly to all levels of management, virtually without manual intervention.

The computer installation of your Company will be the first of its kind in Canada. In addition to producing worthwhile economies, it is expected to contribute to more efficient operation. In anticipation of the delivery of a large-capacity computer early in 1957, new data processing methods are being instituted, and new types of ancillary equipment are being put into use as quickly as deliveries can be obtained.

Capital Appropriations

In anticipation of your confirmation, capital appropriations amounting to $12.6 million, in addition to those approved at the last Annual Meeting, were authorized by your Directors during the year. These included $6.4 million for 1,000 50-ton box cars, $1 million for 5 rail diesel cars and $1.5 million for the extension of microwave relay systems for television network services.

Your approval will be requested also for capital appropriations for the year 1956 amounting to $94 million.

The appropriation for locomotives is for 115 diesel-electric units. The appropriations for ties, rails, other track material and ballast include provision of $19.6 million for replacement of elements heretofore charged as renewals to operating expenses but henceforth to be capitalized and made subject to depreciation accounting. This change is required by the Uniform Classification of Accounts prescribed by the Board of Transport Commissioners which became effective January 1, 1956.

Patrons, Officers and Employees

Your Directors sincerely appreciate the many tributes paid to the high standards of service maintained by your Company and the confidence and satisfaction shown by shippers and the travelling public. They wish to acknowledge the contribution made toward the maintenance of those standards by the loyalty and cooperation of officers and employees.

For the Directors,
N. R. CRUMP,
President.

Montreal, March 12, 1956.

previous year, paid dividends of 70 cents a share—the same as in 1954—and reported a substantially improved net liquid position: $7.5 million versus $5.6 million. Liquid position is exclusive of shares in Campbell and Sigma and largely reflects repayment of advances by Mindamar, an ill-fated base metal operation in Nova Scotia.

Dome was able in 1955 to maintain its ore reserve position at Porcupine and this was also true of Sigma, while Campbell substantially improved its reserves.

Dome rates as an interesting speculation for anyone who insists on being bullish on the future of gold. And, of course, you have to allow something for the aggressive nature of the company. This might result in its going into other metals.

BC Power

Would you recommend the purchase of BC Power at something like 20 times its 1955 net earnings?—K.B., London, Ont.

Certainly not for anyone whose primary requirement is income and safety. But for the business man who can take a calculated speculative risk, the venture is not without attractions.

The company's revenues were ahead some 7 per cent in 1955 and consolidated net profit showed an increase of 35.7 per cent.

From the foregoing it is apparent that great leverage for earnings exists in the company's growing operations. These have attached to them optimistic expectations based on the booming nature of the BC economy. Spectacular growth is taking place in this province and is based on a combination of climate, accessibility to Pacific U.S. markets and concentrations of natural resources under conditions which makes their development profitable.

One cannot at this time see any end to the west coast's boom and BC Power is situated to take full adavntage of it. One of its latest projects is distribution of natural gas from the Westcoast Transmission pipe line from the Peace River district of Alberta to the BC-Oregon border.

Cons. Denison

Do you consider Consolidated Denison a good buy at $10 a share?—B.A., Leamington, Ont.

Uraniums are divided into companies with government contracts and those without. Denison is a "with" and the government will buy its production for five years.

Uranium properties are being brought into production with money borrowed on the strength of these government contracts. Generally speaking, market valuations of the equities are based on the assumption that the companies will be able in five years to earn the equivalent of the market valuations.

If you had no income tax to pay, the dividends you might receive could go to

offset your purchase price. You would be in the uranium business for nothing. You would have a free chance on the prospects of the market for uranium after the five-year period.

As your tax-bracket went up, the attraction of uraniums would lessen.

Lake Nordic

I find it next to impossible to get reliable information on uranium stocks. What would you think of buying Lake Nordic and Stanleigh?—C.J., Toronto.

The reliable information on these two is that they are typical speculations on the quantity and quality of uranium which their drills may find; and on the future of atomic power.

There seems to be no doubt about the latter. However, if it takes 50 years to come in commercially, equities of uranium companies are worth considerably less than if commercial use were demonstrated in the here and now.

In Brief

I recently purchased stock in Quebec Manitou Mines Ltd. Is it worth a gamble?—S.M.I., Cleveland, Ohio.

It might deserve a reserved recommendation providing you realize its speculative character. Why not investigate before you commit yourself?

Could you recommend an investment in Trans-Canada Pipe Lines Ltd.? — W.F., Brockville, Ont.

The question is academic until such a time as the all-Canadian pipe line project is proceeded with and the proposed capital structure is available.

Is Goose Bay Mines Ltd. still around?—F.D., Halifax, NS.

The geese went south one fall and never got back.

What happened to Zolota?—B.B., Goderich, Ont.

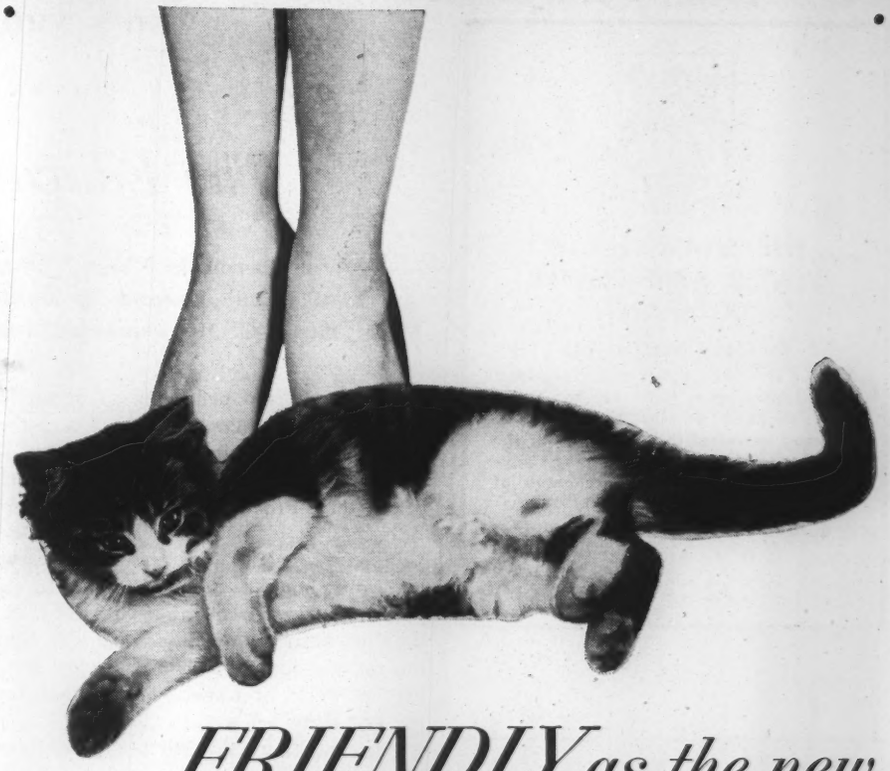
It turned out to be a lot of hope, unmatured as yet.

Would you please tell me if Duvan is still a buy?—S.E., Toronto.

We cracked our crystal ball on a seven-horse parlay.

Does Lake Superior Iron have any holdings and can you supply the name of an officer who can furnish an audited statement to a shareholder? — H.O.M., Saint John, NB.

It has claims north of Nakina, Ont., where surface work and diamond drilling are said to have indicated substantial low-grade iron ore. The head office address is Room 812, 159 Craig St. W., Montreal. We haven't the names of any officers.



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THE SHAWINIGAN WATER AND POWER COMPANY

Dividend Number 195

NOTICE is hereby given that a dividend of forty-five cents (45c) per share has been declared on the no par value common shares of the Company for the quarter ending March 31, 1956, payable May 25, 1956 to shareholders of record April 15, 1956.

By Order of the Board,

R. R. MERIFIELD,
Secretary.

Montreal, March 28, 1956.

ALUMINIUM LIMITED

ANNUAL MEETING

Record Date

The Annual Meeting of the Shareholders of Aluminium Limited will, in accordance with the By-laws of the Company, be held on Thursday, April 26th, 1956, at 11:00 o'clock in the morning, at the Head Office of the Company, 21st Floor, Sun Life Building, 1155 Metcalfe Street, Montreal, Quebec, Canada. Pursuant to a resolution of the Board of Directors, only shareholders of record at the close of business on March 26th, 1956, will be entitled to receive notice of and to vote at the meeting and at any adjournment thereof.

Montreal
March 26th, 1956

JAMES A. DULLEA
Secretary

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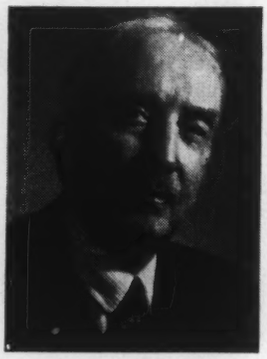
The Educated Engineer

As a member of the Massey Commission he wrote a minority report and he still hasn't changed his opinions about the "monopoly" position of the CBC. His consulting firm is one of the largest in Canada.

THE COMPARATIVE deficiency of scientific and technical training in Quebec and the Anglo-American domination of provincial industry have fostered the still-prevalent belief that French-Canadians are inherently inferior in the engineering aptitudes. No one in Quebec has more reason to know this belief, and better claim to repudiate it, than Dr. Arthur Surveyer, the dean of French Canadian engineers, and one of the foremost figures in the engineering world of Canada as a whole, for the last forty years.

Born in Montreal, Arthur Surveyer was expected by his father, a prosperous hardware merchant, to become a notary, in the Quebec tradition. But after attending a classical college and obtaining an Arts degree from Laval University, he decided to join a few friends at the Ecole Polytechnique in Montreal. As this school's degree in civil engineering was not recognized by the universities in France where he wanted to go for advanced study, he proceeded to the Ecole d'Industrie et des Mines du Hainaut in Belgium. On his return, he found a job with the Public Works Department in Ottawa, and for a time was engaged on the abortive project for a canal connecting Georgian Bay with the Ottawa and the St. Lawrence.



Arthur Surveyer

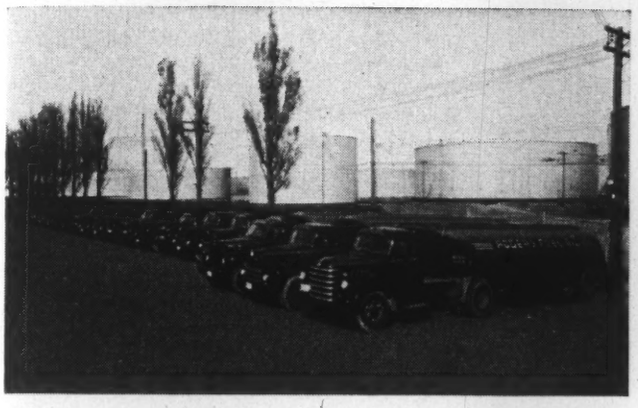
Then in 1911, the prospect of eventually rising to a $4,000 a year position as head of his department decided him, against the advice of his family and friends, to give up the security of the civil service. Most of the big companies were reluctant to employ French-Canadian engineers, so he set up as a consultant on his own account in Montreal, and gradually won national recognition.

He was a member of the Canadian Council for Industrial and Scientific Research from 1917 until 1924 (and again from 1942 until 1948). He was President of the Engineering Institute of Canada in 1925 and 1926. The company, which became Surveyer, Nenniger and Chênevert in 1946, through admission to partnership of his two long-time associates, now has a staff of 150, recruited from surprisingly many countries and is one of the largest of its kind in Canada. It has undertaken the design and supervision of industrial works, waterpower developments, bridges and other projects and it has conducted many investigations for the great industrial corporations and banks. Dr. Surveyer himself, whose interests initially lay in hydraulics, has tended to concentrate on the financial side of these investigations, bringing to them a wide knowledge of economics and an intimate understanding of Quebec problems, as well as the engineer's technical grasp. He is a director of the Shawinigan Water and Power Company, the Canadian International Investment Trust Ltd., and several other concerns.

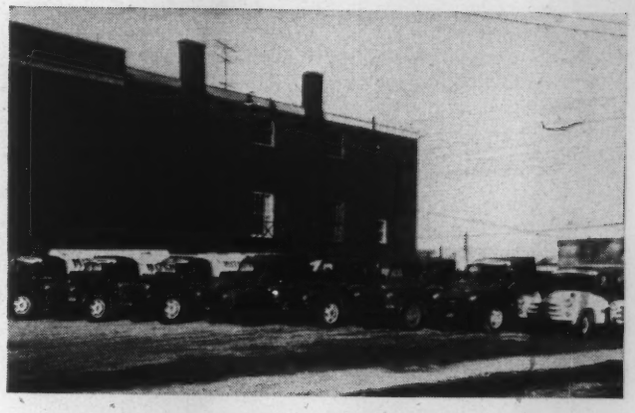
In 1949, his friend Louis St. Laurent, persuaded him to become a member of the Royal Commission on the Arts, Letters and Sciences—the "Massey Commission". Although he felt a little doubtful about his suitability in the first place, he did not hesitate to disagree with his distinguished colleagues on several important conclusions, and to insist on the inclusion of his minority recommendations in the Report.

"I haven't changed my mind at all," he remarks drily about his opposition to the CBC monopoly five years ago. And in the industrial field he is equally opposed to "unnecessary" government control. (He once wrote a paper criticizing the New Deal in the United States.) Completely bilingual from an early age, he writes many industrial reports and takes pride in their lucidity, as well as their thoroughness. He is concerned that the standard of engineering training should be maintained.

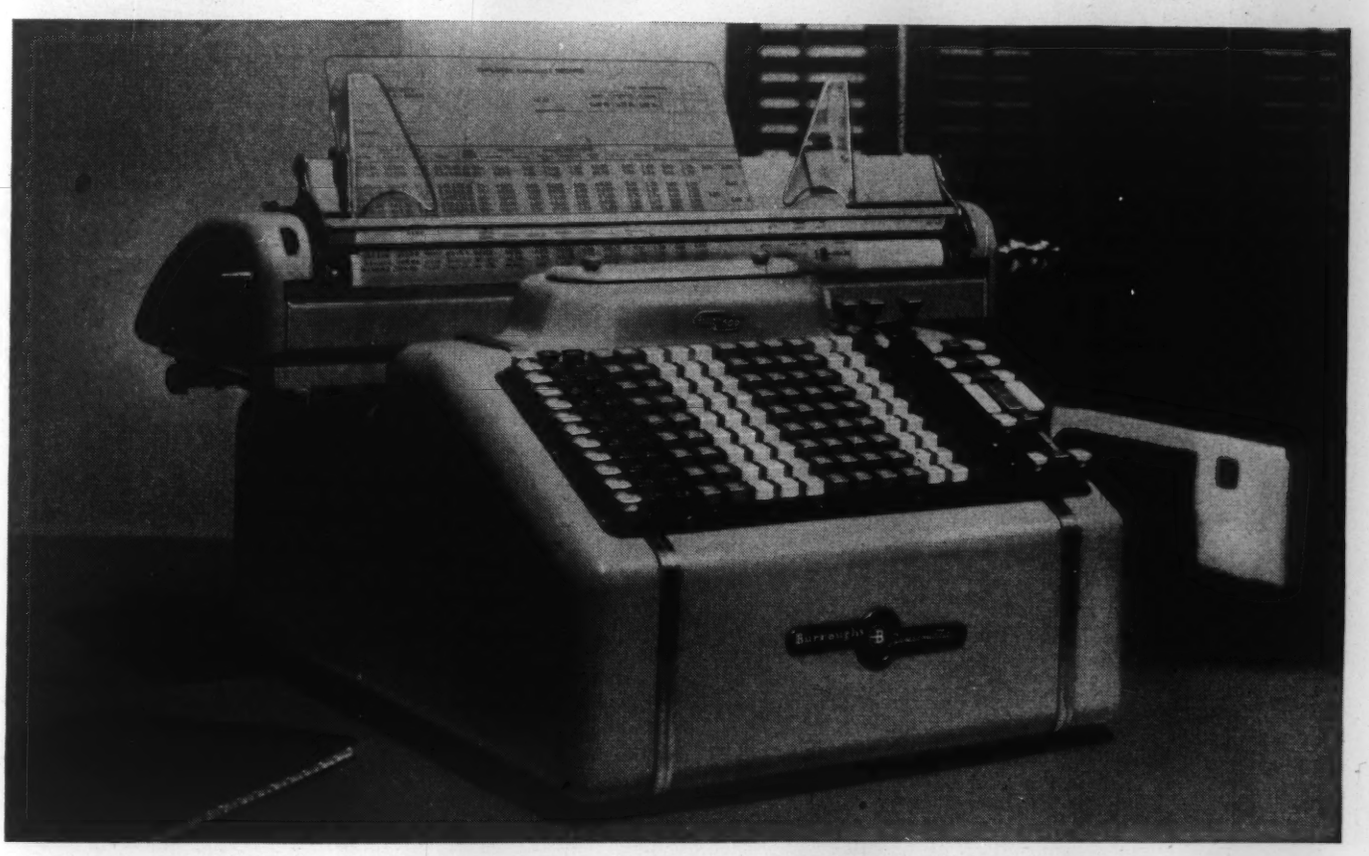
Married, with four children, he still goes regularly to work from his Montreal apartment and has no intention of retiring. "I can't afford to do so." A slow-spoken, cautious man, with melancholy eyes, lightening an engineer's precision with an ironic touch of wit, he has long adapted himself to Anglo-Saxon industrial civilization, without losing the humane—and Catholic —traditions of his native culture.



Big – like The Elias Rogers Company, Ltd.



Or Small – like Mitchell Bros. Fuels, Ltd.



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Smaller companies find the Sensimatic especially valuable because it is really *four machines in one,* and can be switched from job to job. Mitchell Bros. Fuels, Limited, also of Toronto, praises it for "its flexibility and simplicity of operation in handling our accounts receivable and the automatic scheduling of our domestic fuel oil deliveries."

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Elegance and Charm

by Marion McCormick

Mrs. W. M. Taylor of Montreal stands beneath a portrait of a Stuart ancestor.

CITIES more self conscious than Montreal periodically peer at their womenfolk with an eye to picking the ten most beautiful. Montreal, proceeding on the premise that all women are beautiful, does no such thing. If it did, one of the "ten most" would certainly be Mrs. Walter Margrave Taylor. Mrs. Taylor has the elegance and charm that become beauty in the eye of even the most critical beholder.

Born Simone Beaubien, daughter of a family prominent in Montreal since 1650, Mrs. Taylor inherits the mixture of French and Scots blood that has produced a definite type. De Gaspés and Beaubiens share the family tree with the Stuarts of Quebec, the first of whom came to the garrison town as a soldier at the time of the Conquest. The result is dark, dramatic good looks, strong-featured, with a lively manner that probably owes more to the French than the Scots side of the family.

Simone Beaubien grew up in an era of large houses and larger security. The ancestral home in Outremont, on the east slope of Mount Royal, was filled with a floating population of uncles, aunts and cousins. Everyone, she recalls, talked at once, and it took a certain robustness to be heard at all. A succession of governesses undertook her education, largely because her father, Senator Louis-Philippe Beaubien, and the then archbishop could not agree on a suitable convent. The Senator, something of a health crank, had got the notion that convent life was unhygienic, and not even the archbishop could dissuade him. It would have been a lonely life for a little girl, if it had not been for the large and ebullient household. Educated bilingually, she grew up amid a din of political chatter that should have been over her head.

Her father was elected to parliament in 1911 on the annexation issue, which for a time swung Quebec into the Conservative camp. Then, as now, loud voices in the United States Senate were likely to be overheard in Canada, and two of these plumped for the annexation of Canada to the U.S. Quebec voters reacted as violently as hens at the swoop of a hawk, and took positive action by an about-face at the polls. Disenchanted with his experience in practical politics, Louis-Philippe Beaubien fought only one election. He served

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Mrs. Steele Sifton, B.A. B.Ed.
Principal

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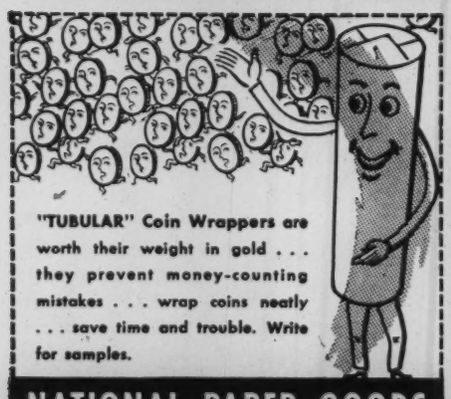

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as minister of agriculture, and later became a member of the Senate.

Recalling her growing-up years, Mrs. Taylor insists that she was the family's ugly duckling. This seems unlikely, and probably should be bracketed with every adolescent's discouraged appraisal of her half-formed looks. True or not, at 18 she decided that a determined self-improvement effort was required. In the process she developed her own capacity for elegance and for projecting the illusion of beauty which has nothing to do with physical perfection.

She married Walter Margrave Taylor in 1925. A native of Toronto, he was known to everyone as Dee, althought he couldn't explain why, or even how the nickname was spelled. He died three years ago, having made a brilliant business success and a legion of devoted friends. Newspaper editorials at the time of his death recalled his wit and charm, and his children still remember the elaborate family jokes that made their childhood gay.

Mrs. Taylor has three children, a daughter, Mrs. Egan Chambers, of Montreal, and two sons, Geoffrey, also of Montreal, and Charles, a student at the Sorbonne. There are also four small grandchildren, who can always lay claim on her time.

Although she is now freed of much of her earlier responsibilities, life has not always been a matter of mink and model dresses. The flick of necessity of the 1930s touched even the Beaubiens, who at one time owned more land in Montreal than any other family. The family holdings dwindled steadily, and prosperity showed no sign of rounding that corner. Always one for positive action, Mrs. Taylor decided to get a job. Her education had given her no trade, but she had confidence that her style sense would be an asset. It was. She went to New York to survey possibilities, and wound up with an office and a title at Lord and Taylor.

She became chief stylist, a job that carried the responsibility for guiding the buyers of high fashion clothes and accessories, as well as planning fashion shows and designing window displays. After several months she came back to Montreal and did a comparable job for a Montreal department store. Her last job was to launch the first Elizabeth Arden Salon in Mont-

The sketch of her daughter above the desk is by Robin Watt.

The living-room lamps are made from old Spanish church ornaments.

real. By then, family affairs had taken a turn for the better, and Mrs. Taylor abandoned her promising career without regret.

The family home was sold last year, and Mrs. Taylor now lives in an apartment in The Chateau, on Sherbrooke Street. Her home is a faithful reflection of herself, showing her discernment and authoritative taste in every detail. Misty beige backgrounds are used throughout.

The drawing-room is furnished with pieces that are part of family history, and antiques which Mrs. Taylor has acquired herself. Lively chintzes and a feminine dependence on flowers give the room warmth and charm.

Her bedroom is every woman's dream of a background for beauty. Again a non-committal beige on the walls and carpet is echoed in a delicate blue, white, and beige chintz that covers the bed and chaise, and is used to upholster the carved wooden headboard. Extra cupboards have been installed to accommodate her wardrobe, which is extensive and envied. She loves clothes, has lots, and keeps them for years.

The inevitable break-up of family life which forces so many women into disconsolate retirement has had no such effect on Mrs. Taylor. Cherished as a friend, she now has time to revive old interests and find new ones.

The discreetly muted ring of the telephone is often heard. It may be an invitation to a ball, a cry for emergency baby-sitting duty with a grandchild, or an appeal for help in organizing a charity campaign. Whatever it is, Mrs. Taylor responds with the eagerness of a woman who is completely and happily involved in living.

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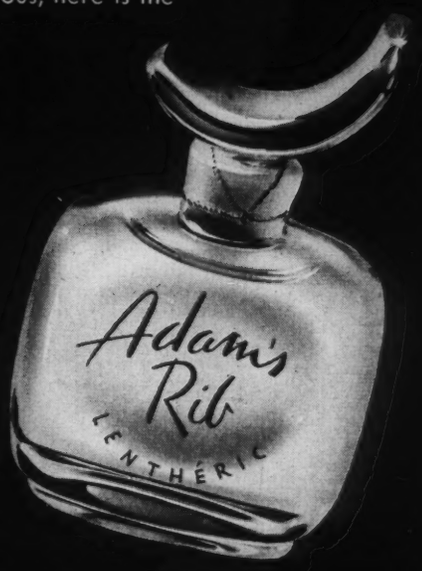

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Letters

Union Independence

I note an item in your edition of March 17 concerning the submission of the Trades and Labor Congress of Canada and the Canadian Congress of Labor to the Gordon Royal Commission, and referring to the independence of Canadian unions. In view of the fact that the March 17 issue dealt particularly with the principles and practices of the press in Canada, I would be interested in knowing whether you will have the honesty to tell your readers whether or not you have read the brief and if you have read it, why you chose to completely ignore the section dealing with the relationship of Canadian unions to American labor organizations.

OTTAWA — JACK WILLIAMS

Editor's note: We did indeed read it—before writing the item. The section mentioned (pages 75-88 of the brief) confirms that major policy decisions for the Canadian sections of international unions are made in the U.S. (e.g., permission to strike), and that at least half of the dues paid by the Canadian members are handled by the American union bosses.

Term Insurance

The article . . . on term insurance was in error . . .

An individual who wanted decreasing term insurance without having it harnessed to a permanent policy has been able to buy such a plan for many years. Under the terms of this contract, the insured has been able to convert all or part of it to permanent insurance *without* supplying evidence of his insurability . . . The privilege of converting supplemental term insurance, which has been attached to a permanent policy, without a medical has been available for years . . .

TORONTO — REUBEN SCHAFER

Tamburlaine and Stratford

Mr. Cohen's panning of an experiment which was both intellectually and artistically a success shows his lack of understanding of the motive behind the venture . . . One article pointed out that the sight of so many excellent actors (Canadian) at one time threw the Broadway actors and their unions into a panic. Just this week it was announced that in future no alien actor could be signed for a Broadway play without receiving written permission from Equity.

As for the "open secret" that our Stratford actors are demoralized — let Mr. Cohen as a lawyer prove this ridiculous and sweeping generalization. That they may be mulling over offers to appear at Stratford, Conn., may be true. If so, it wouldn't be the first time that a professional man or woman succumbed to the lure of more money and greener fields. Mr. Lorne Greene said last year while talking to this writer at the Festival, "Playing at Stratford for the season cost me forty thousand dollars in contracts I might otherwise have fulfilled in Hollywood and England . . ."

THORNHILL, ONT. — JEAN SMITH

Evacuation of Cities

. . . Your article on Evacuation of Cities puts the problem up to the Federal Government. Why the Federal Government does not announce that evacuation of cities is not feasible can only be on account of politics. Cities like Montreal, Toronto and Vancouver could not be evacuated. In my judgment, it would be impossible to build sufficient new roads to make it possible without the expense being out of all reason. Let us face the fact that this cannot be done and advocate that the money be spent to make evacuation unnecessary. Answer to atomic war is to decentralize industry and build more smaller towns . . .

MONTREAL — B. M. HILL

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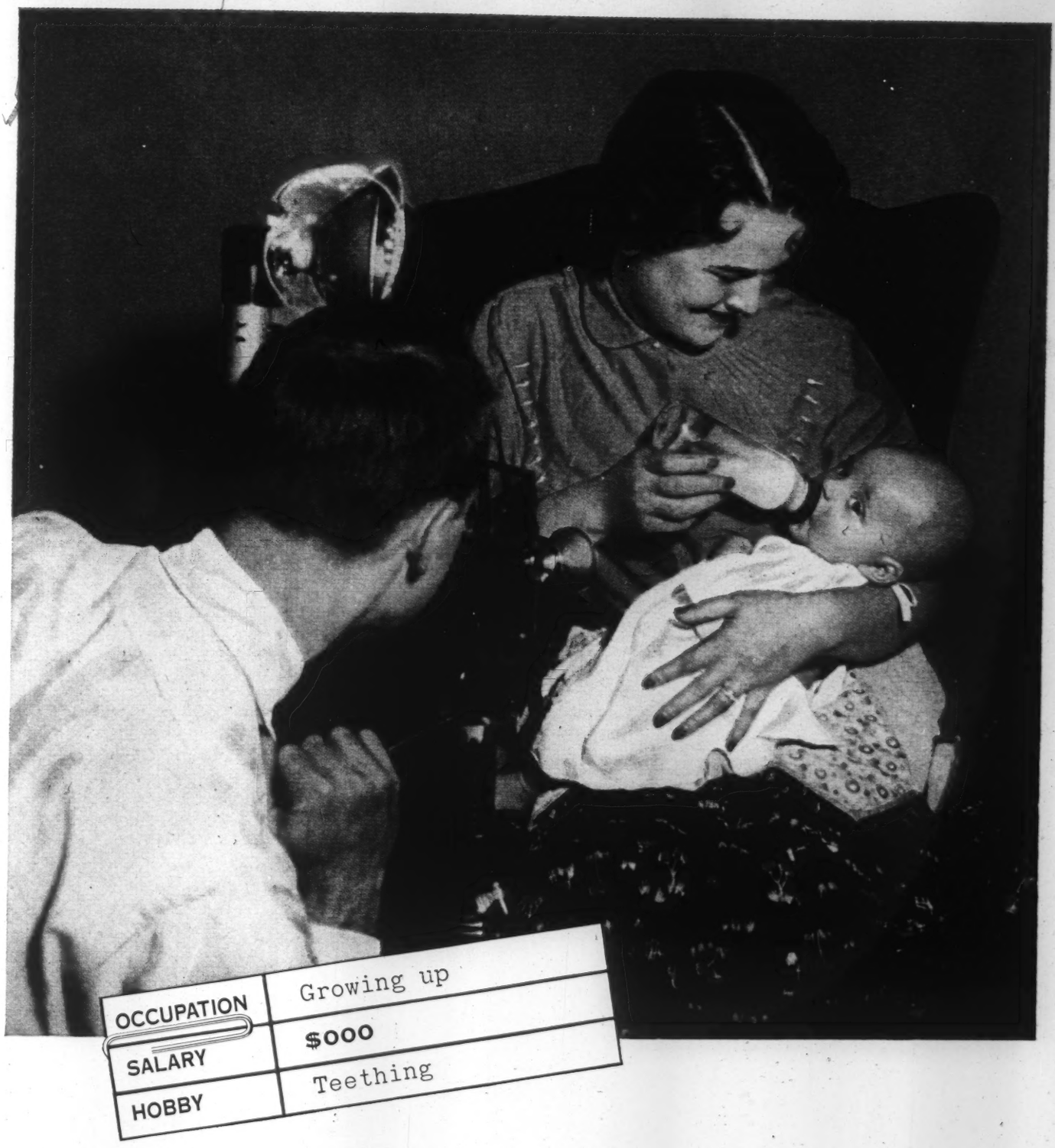

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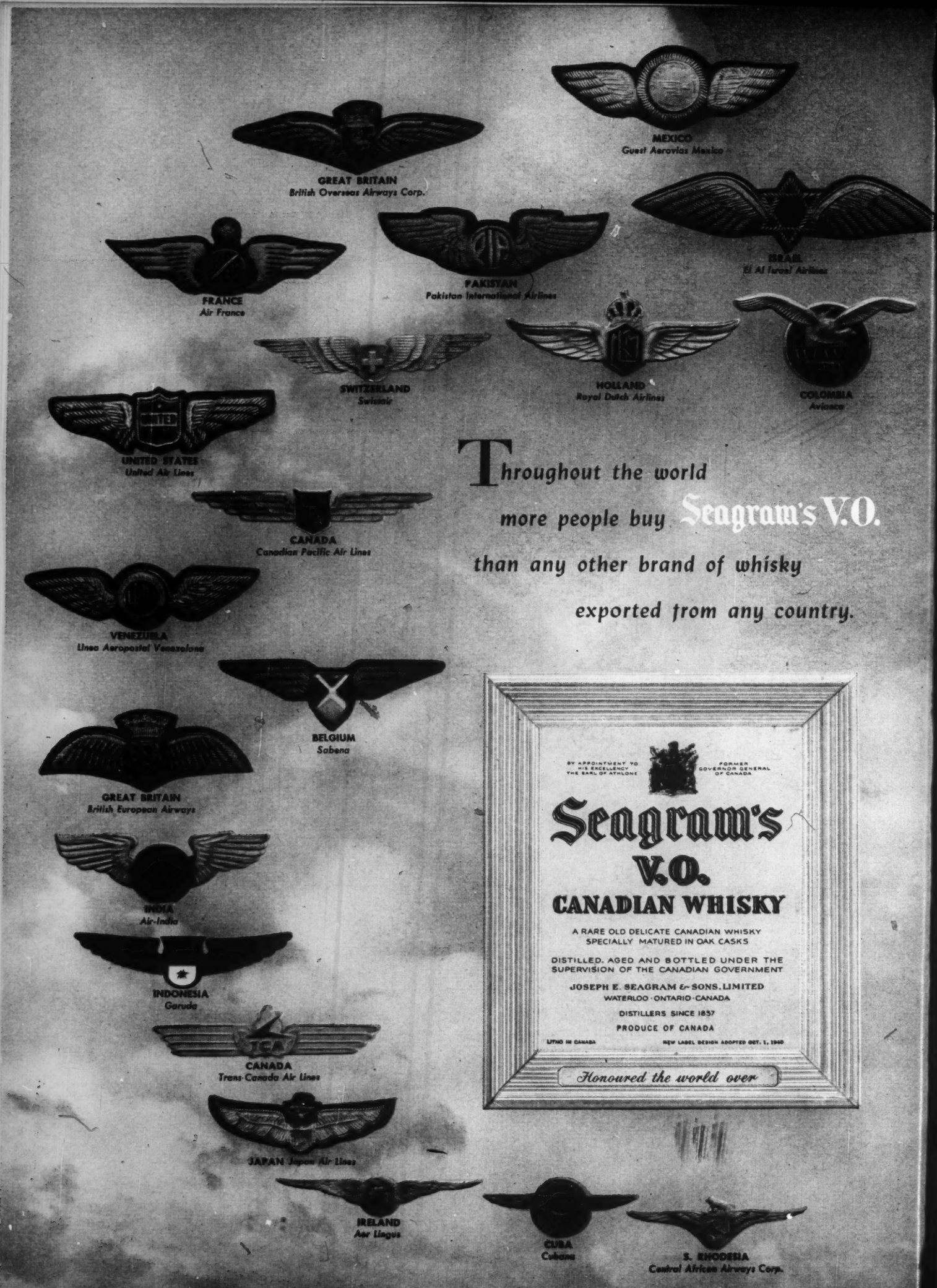
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